

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4527.

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SATURDAY, APRIL 23, 1904.

六拜禮

號三十月四英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,320,000

Head Office: YOKOHAMA.

Branches and Agencies:
TOKIO, KOREA,
NAGASAKI, LONDON,
LYONS, NEW YORK,
SAN FRANCISCO, HONOLULU,
BOMBAY, SHANGHAI,
TIENSIN, NEWCHWANG,
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARKS BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH: INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.

Hongkong, 11th March, 1904. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND:—
Sterling Reserve \$10,000,000
Silver Reserve \$6,500,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. DICKSON, N. A. STEES, Esq.,
E. GOOT, Esq., H. W. SLIDE, Esq.,
A. HAUPT, Esq., C. A. TOMES, Esq.,
H. SCHUBERT, Esq., E. S. WHEELER, Esq.,
E. SHILLIM, Esq.

CHIEF MANAGER:
Hongkong: J. R. M. SMITH.
Shanghai: H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTRY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 20th February, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER
CENT. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Paid up Capital £324,374

HEAD OFFICE—HONGKONG.
Board of Directors:—
Chan Kit Shan, Esq., J. F. FOCKE, Esq.,
Creasy Ewens, Esq., J. G. MOXON, Esq.,
GEO. W. F. PLAYFAIR,
Chief Manager.

Interest for 12 months Fixed 5 1/2 %
Hongkong, 4th February, 1904. [18]

THE DEUTSCHE ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow,
Tientsin, Tsingtau (Kiautschou).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.
H. FIGGE,
Manager.

Hongkong, 12th April, 1904. [24]

TO LET.

NO. 1, RIFON TERRACE IN FLATS.
No. 4, RIFON TERRACE.
No. 17, WONG NEI CHONG ROAD, facing
Race Course.
FLATS IN MORETON TERRACE, facing
Polo Ground.
OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAYA-EAST.
"ROSENEATH," KOWLOON.

Apply to
THE HONGKONG LAND INVEST
MENT & AGENCY CO., LD.
Hongkong, 6th April, 1904. [46]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [26]

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS
GOLD \$7,992,173.37 = about £1,540,000.
CAPITAL AND SURPLUS AUTHORIZED
GOLD \$10,000,000 = £2,055,000.

HEAD OFFICE:
1, WALL STREET, NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

BRANCHES AT
SAN FRANCISCO, WASHINGTON,
MEXICO, MANILA, SHANGHAI, SINGA-
PORE, YOKOHAMA, BOMBAY,
CALCUTTA

AND AGENTS ALL OVER THE WORLD
LONDON AND CONTINENTAL
BANKERS:
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED,
UNION OF LONDON AND SMITHS BANK, LTD.
CREDIT LYONNAIS, DRESNER BANK, LTD.
COMPTOIR NATIONAL D'ESCOMPTE
DE PARIS, &c.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account and issues
Fixed Deposit Receipts either in Gold or
Silver at Rates which may be ascertained on
Application.

HONGKONG BRANCH:
20, DES VŒUX ROAD CENTAL.
CHARLES R. SCOTT,
Manager.

Hongkong, 14th December, 1903. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Tael.
SUBSCRIBED CAPITAL \$5,000,000
PAID-UP CAPITAL \$1,500,000
Head Office: SHANGHAI.

Branches and Agencies:
CANTON, PENANG,
CHEFOO, SINGAPORE,
HANKOW, TIENSIN,
PEKING.

THE Bank purchases and receives for collec-
tion Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH:
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 1/2 per Annum Fixed Deposits for 3 months.
4 1/2 " " " 6 " "
5 1/2 " " " 12 " "
E. W. RUTTER,
Manager.

Hongkong, 12th August, 1903. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £2,800,000
RESERVE LIABILITY OF SHARE-
HOLDERS £2,800,000
RESERVE FUND £725,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
" " " 6 " " 3 1/2
" " " 3 " " 3
T. F. COCHRANE,
Manager.

Hongkong, 24th December, 1903. [24]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR
AND
BILLIARD ROOMS.

Hot and Cold Water throughout.
Electrically Lighted.

Electric Fans (if required).
Electric Passenger Elevator to each Floor.

Table D' Hote at Separate Tables.
For Terms, &c., apply to the
MANAGER.

Hongkong, 23rd October, 1902. [31]

TO LET.

NO. 71, WYNDHAM STREET.
CHEAPEST HOUSES IN THE COLONY.
MORRISON HILL GAP ROAD. Nice
1 1/2 Houses, 4 Rooms, Bath Rooms, Out-
houses and Verandahs. Only \$40 inclusive
of Taxes.

WILD DELL BUILDINGS, No. 147,
WANCHAI ROAD. Comfortable and Airy
Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.
And others to suit various requirements.
S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.

Hongkong, 26th February, 1904. [49]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [26]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.
LONDON AND ANTWERP VIA
SINGAPORE, PENANG, PALAWAN About 27th } Freight and
COLOMBO, PORT SAID and Marseilles April } Passage.
J. D. Andrews, R.N.R.

YOKOHAMA VIA SHANGHAI, PERA About 2nd, } Freight.
MOI and KOBE. A. L. Valentini. May }

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 20th April, 1904. [4]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.
PRINZ HEINRICH WEDNESDAY, 27th April.
BAYERN WEDNESDAY, 25th May.
OLDENBURG WEDNESDAY, 8th June.
SACHSEN WEDNESDAY, 22nd June.
ZIETEN WEDNESDAY, 6th July.
SEYDLITZ WEDNESDAY, 20th July.
RUON WEDNESDAY, 3rd August.
PREUSSEN WEDNESDAY, 17th August.
PRINZ REGENT LUITPOLD WEDNESDAY, 31st August.
PRINZ HEINRICH

ON WEDNESDAY, the 27th day of April, 1904, at Noon, the Steamship "PRINZ
HEINRICH," of the NORDDEUTSCHER LLOYD, Captain R. Heintze, with MAILS,
PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and
GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 25th April, Cargo and
Specie will be received on Board until 5 P.M., on TUESDAY, the 26th April, and Parcels
will be received at the Agency's Office until NOON, on TUESDAY, the 26th April.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardsesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
AGENTS.

Hongkong, 13th April, 1904. [3]

Intimations.

LANE, CRAWFORD & CO.

SOLE AGENTS FOR.

GOLD REEF BRAND

Pure Cream.

PURE RICH THICK CREAM, Sterilized by special process, will keep good
and sweet under the most trying conditions.

QUARTER TINS - - - - 30 Cents.
HALF TINS - - - - 40 "
TINS - - - - 60 "

Sample Tin FREE on Application.

LANE, CRAWFORD & CO.
Sole Agents for China and Manila.

Hongkong, 8th April, 1904. [38]

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well furnished and Airy Bedrooms.
Monthly Boarders accommodated on very moderate terms.
For Particulars apply to
THE MANAGER.

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from Hongkong to MACAO, thence
to CANTON and back to HONGKONG, will be
found interesting and enjoyable.

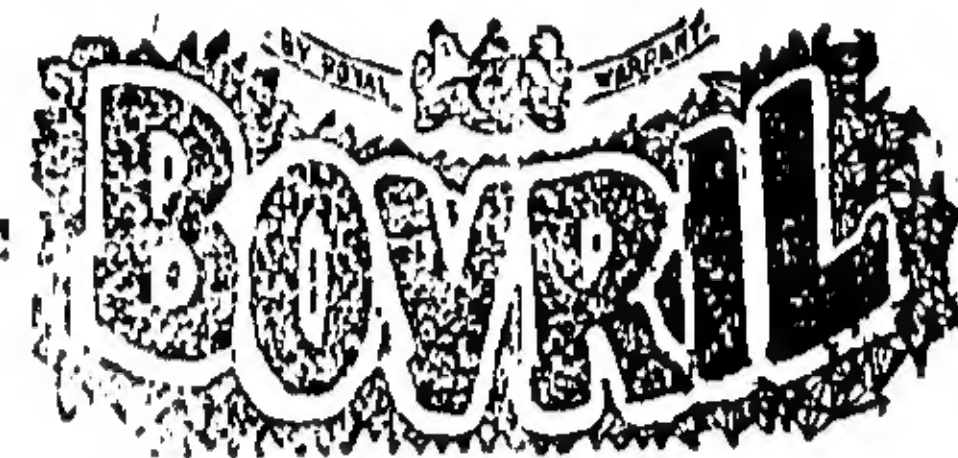
WM. FARMER,
Proprietor.

Hongkong, 27th April, 1904. [27]

Intimations.

Bovril gives strength,

nourishment and sustenance. It is agreeable to
the taste, is stimulating in its effects, is easily
assimilated and digested. Bovril contains blood-
enriching and muscle-building properties. Some
of the leading athletes of the day train on Bovril.



JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonoseki, Moji, Wakamatsu,
Karatsu, Nagasaki, Kuchinotsu, Sasabe, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous: Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujimatsu, Hokoku, Ito, Ichimura, Kanada, Mameda, Mannoura,
Ogura, Otsuji, Sasahara, Tsubakura, Yoshinotani, Yoshio, Yunokibara and other Coals.
N. INUZUKA, Manager, Hongkong.

TRADE MARK.

TELEPHONE No. 135.

ASK FOR CLUB WHISKY

AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED,
EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,
H. PRICE & CO.,
12, QUEEN'S ROAD CENTRAL.

Hongkong, 15th April, 1904. [41]

AMERICAN WHISKIES.

OLD CREMOENE WHITE RYE.
WATERMILL SOUR MASH.

HIGH BALL KENTUCKY RYE.
FINE OLD BOURBON (IDES).

O. K. BOURBON.
PURE AMERICAN RYE.

MOUNT VERNON RYE.
CALDBECK, MACQUEEN & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road.

Hongkong, 2nd April, 1904. [42]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that
the Undersigned, being Sole Agents for
DR. AUER VON WELSBACH Co.,
VIENNA,

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to
FIFTY CENTS per piece.

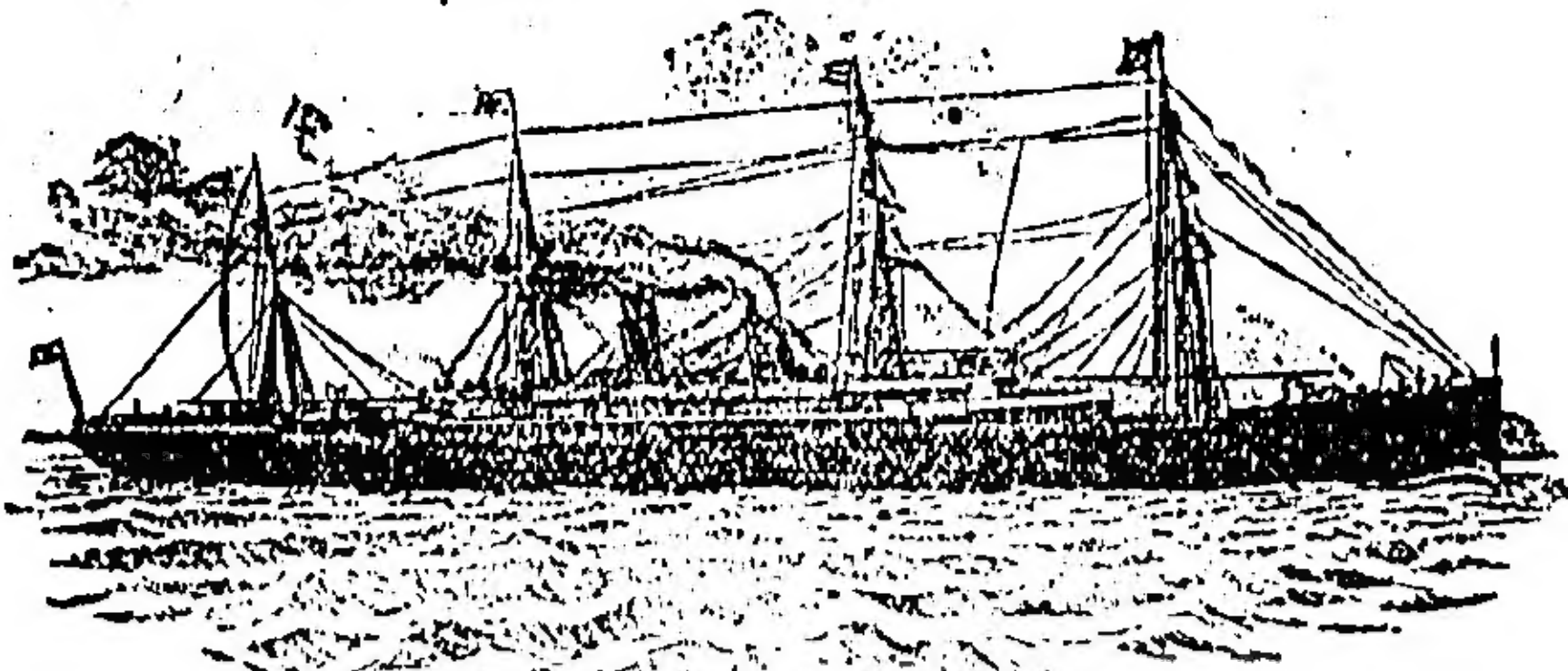
BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE

Hongkong, 27th April, 1904. [34]

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	11,284 Gross Tons	SATURDAY, 30th April, at Noon.
"COPTIC"	4,352 "	THURSDAY, 12th May, at Noon.
"KOREA"	11,276 "	WEDNESDAY, 25th May, at Daylight.
"GAELIC"	4,205 "	SATURDAY, 4th June, at Noon.
"MONGOLIA"	4,425 "	THURSDAY, 16th June, at Noon.
"CHINA"	5,060 "	TUESDAY, 28th June, at Noon.
"DOBIO"	4,784 "	SATURDAY, 9th July, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The P. M. Company's Steamship "SIBERIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 30th April, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point on route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States and Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways; and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.

Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 16th April, 1904.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 10 Knts.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION.)

"ATHENIAN"	3,882 Tons	WEDNESDAY, 27th April.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 11th May.
"TARTAR"	4,425 "	SATURDAY, 21st May.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 1st June.

Hongkong to London, 1st Class, £40. Via St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. " £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,
9, Pedder's Street.

Hongkong, 6th April, 1904.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, THIRIST, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	25th April. Freight.
von Döhren	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	12th May. Freight.
ARTEMISIA	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG.)	17th May. Freight.
Strassburg	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	31st May. Freight and Passengers.
SEGROVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	14th June. Freight.
NURNBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	28th June. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 19th April, 1904.

GO TO THE
KOWLOON HOTEL,
KOWLOON, J. W. OSBORNE,
Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,354 tons	Captain R. D. Thomas.
"POWAN"	2,138 "	G. F. Morrison, R.N.R.
"FAISHAN"	2,200 "	A. A. Valentine.
"HANKOW"	3,073 "	C. V. Lloyd.
"KINSHAN"	2,800 "	J. J. Lussius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain H. D. Jones.
------------------	------------	----------------------

Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at 12.30 P.M.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,100 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain B. Branch.
"NANNING"	599 "	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 2nd April, 1904.

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,
3, DUNDRELL STREET,
HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
----------	------	----------------------	----------------	-------------

TJIPANAS ... JAPAN First half of May SPORE & JAVA PORTS. First half of May

TJILATJAP ... JAVA via MACASSAR Second half of April JAPAN Second half of April

TJIMAH ... JAVA via MACASSAR Second half of May JAPAN Second half of May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,
THE HOLLAND-CHINA TRADING CO.

Telephone No. 201,
Hongkong, 8th April, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

ORIENTAL
COSTUMES AND
FANCY DRAPERIES
FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40 PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

Large Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

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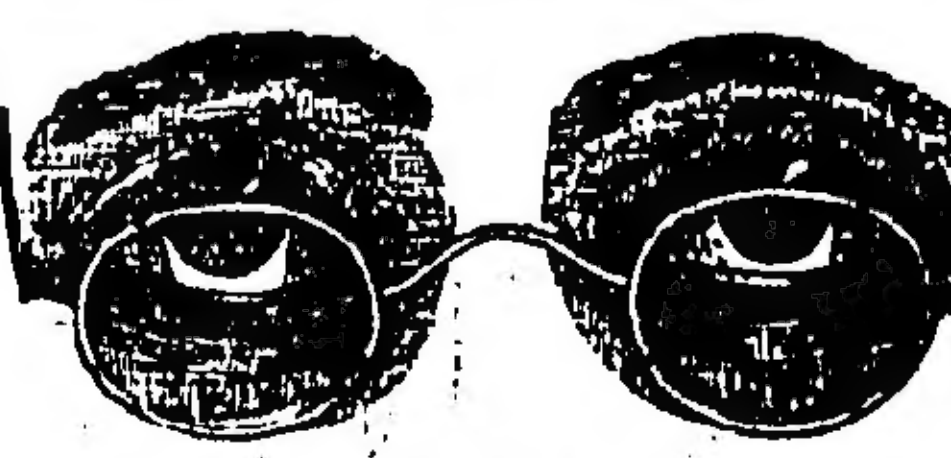
Hot and Cold Water throughout. Special Rates for Tourists.

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Hot and Cold Water throughout. Special Rates for Tourists.

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD CENTRAL.

Hongkong, 6th November, 1903.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 80.5 ft.; bottom 45.8
ft. Water on blocks, 28.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[G]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PEAK, NEAR THE TRAM TERMINUS, TEL. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS OF TWENTY
PER CENT. upon contributions for the
year 1903 has been declared.

WARRANTS will be issued on the 4th May.

By Order of the Board,
C. MONTAGUE EDE,
Acting Secretary.

Hongkong, 14th April, 1904.

HONGKONG GENERAL CHAMBER OF
COMMERCE.

THE ANNUAL GENERAL MEETING
of MEMBERS of the Hongkong General
Chamber of Commerce, will be held on WED-
NESDAY, the 27th April, 1904, at 3.30 P.M.,
at the Chamber Room, City Hall, for the
purpose of receiving the Committee's Report and
Accounts for the year ended 31st December,
1903, electing the Committee for the ensuing
year and transacting general business.

By Order,

A. R. LOWE,
Secretary.

Hongkong, 18th April, 1904.

[52]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

EASTMAN'S
KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" is
guaranteed given to every purchaser.

40, QUEEN'S ROAD,
Watson's Building.

[53]

THE HONGKONG
STUDIO.

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS AND ENLAP-
PING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

[1]

MEE CHEUNG,
PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

[S now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a speciality.

Hongkong, 22nd September, 1903.

[65]

Sanitas

Unparalleled
Purifying Agent

Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid

is a non-poisonous, non-irritating, and non-
corrosive disinfectant, and is the only
preparation which is equally effective
in all cases of disinfection, whether of
clothing, furniture, or the interior of
buildings, and is the only preparation
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disinfection, whether of clothing, furniture,
or the interior of buildings, and is the only
preparation which is equally effective in all
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furniture, or the interior of buildings.

"Sanitas" Disinfecting Powder

is a non-poisonous, non-irritating, and non-
corrosive disinfectant, and is the only
preparation which is equally effective
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disinfection, whether of clothing, furniture,
or the interior of buildings.

"Sanitas" Eucalyptus Extract

is a non-poisonous, non-irritating, and non-
corrosive disinfectant, and is the only
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disinfection, whether of clothing, furniture,
or the interior of buildings.

Antimations.



WATSON'S TOILET PREPARATIONS

WATSON'S GLYCERINE AND CAR-

BOLIC SOAPS effect a saving of 50%, owing to the large size of the tablets. They are made of the purest ingredients and are elegantly put up. Our Carbolic Soap is the best thing of its kind in the market.

WATSON'S TAI YEUK FONG HAIR

WASH prepared from a recipe of the late Dr. Ayres, continues to give much satisfaction to those who use it.

WATSON'S ORIENTAL DENTIF-

FRICE. In the early days of the Colony the public used no other. Liquid dentifrices do not keep the teeth white and clean. We recommend the above preparation to all, and especially to those who are heavy smokers.

A. S. WATSON & Co., LIMITED.

THE HONGKONG DISPENSARY.

MANUFACTURING CHEMISTS.

ESTABLISHED 1841.

Hongkong, 26th March, 1904.

TELEPHONE NO. 146.
CABLE ADDRESS: "ACHEE," HONGKONG
A. B. C. CODE, 47th EDITION.

ESTABLISHED 1859.

A CHEE & CO., 祥利廣 17, QUEEN'S ROAD.

FURNITURE DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PASTEUR'S MICROBE-PROOF
FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING

UNDERTAKEN for AMATEURS.

GOOD WORK.

PROMPT RETURN

Hongkong, 8th January, 1904.

THE PHARMACY,

FLETCHER & Co.,

房藥 14, QUEEN'S ROAD CENTRAL, 法中
Hongkong.

FOR DIARRHŒA, CHOLERA

AND

BOWEL COMPLAINTS SUFFERERS

should procure a Bottle of

GRIMAULT'S BISMUTH CREAM.

Two Doses invariably check the most

severe cases and give immediate relief from

PRICE PER BOTTLE \$2.75.

A. STEVENSON,

Chemist,
Registered by the Pharmaceutical Society,
Hongkong, 19th April, 1904.

NOTICE

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional.

The daily issue is delivered free when the address is accessible to messenger. In copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, APRIL 23, 1904.

THE OPINIONS OF A DIPLOMAT.

It is not necessary to insist on the extreme importance of the statements made by Mr. Kurino, the former Japanese Ambassador in St. Petersburg, to our representative, an account of whose interview with this statesman appears elsewhere in these columns. Though information vouchsafed by a diplomat must necessarily be of a reserved character, yet the fact that the details gathered come from the gentleman who, for months past in St. Petersburg, has been the mouthpiece of the Mikado's Ministers, the representative of Japan's threatened interests, adds immense weight to his appreciations of the political situation in the court and country of the Great White Tsar. Mr. Kurino, during his stay in Russia, had at his disposal unique means of obtaining intelligence; therefore, his declarations with regard to the much discussed military value of the Trans-Siberian Railway is of the highest importance. But the crux of interest is reached in his reflections on the psychological aspect of the struggle, and the impossibility which exists of either of the opponents striking at the heart of the other and thus terminating the conflict. Japan may capture Port Arthur and Vladivostok and drive the Muscovite armies back to their own territory, but she cannot march her hosts to the capital of her enemy and dictate her demands to a captive executive. This is out of the question. Russia's fleet is now practically non est as a fighting machine; Japan's is stronger than at the opening of the struggle: she is undisputed mistress of the sea and is likely to remain so. Though the troops of the Mikado may perhaps be driven from Korea and forced to retreat to their island base, the Muscovite will never be able to attack Japan on her own ground. As the Minister says, the war will be a very long one, but how will it be ended? Neither nation can continue indefinitely to hurl their forces against each other in a war of exhaustion, of extermination. Perhaps the other Powers will step in to end the struggle; but intervention is fraught with great danger of a general conflagration. Time, and the unexpected, which always happens, will alone answer the momentous question.

THE WEARING OF THE ROSE.

Once again the wheel of time brings us round to St. George's Day, which should be everywhere, among Englishmen, the occasion for the expression of the purest sentiments of loyalty and devotion to the old country we all equally love. One of the most remarkable and, at the same time, one of the most admirable traits of the English character is the devotion it always displays for its native land. No matter to what corner of the globe an Englishman goes into exile he always feels proud of his nationality, and when this, his festal day, arrives it is usually celebrated by him and his brothers in an occasion that binds all hearts together. In fact, most nations have some day in the year which has its emblem and on which it delights to honour its heroes. Ireland has her St. Patrick and shamrock, Scotland St. Andrew and the thistle; little Wales her St. David and the leek, and "Merrie England" St. George and the rose. To-day is the 1,601st anniversary of the death of our patron

saint who suffered martyrdom on April 23rd, 303, and, as such, Englishmen in Hongkong should observe the occasion in some similar manner to our friends from 'ayont the Tweed' who set apart the 30th November in 'pious memory' of their hero. The joys of bye-gone St. Andrew's days in the Colony will live long in the memories of Scotsmen and their descendants who have been present at them. Is it due to our English conservatism that we are keeping aloof from our brethren in the Colony, and so neglect the day of our patron saint, and fail to gather together the members of our brotherhood, who have travelled so far from home to be established in one of the distant links of Empire? Surely not! We remember our worthy Chief Justice, when presiding at a meeting of Englishmen last year, representing the difficulties there were in the matter of ways and means to celebrate St. George's Day in Hongkong in a manner worthy the great race. But surely in a Colony such as this, where loyalty is so patent and is in evidence on every hand, it is but poor excuse to be failing in that hospitality and feeling of good-fellowship, of which the other sections of the community have given such ample evidence. May be, as a wag once observed, the majority of the Englishmen in Hongkong are Scotsmen, and so join in the social celebrations of St. Andrew's Day. True it is that the Scots hold tight to their customs and traditions, and continue to make St. Andrew's Day the occasion for the outpouring of national and patriotic fervour. We believe that the dormant sentiments of our compatriots require but small encouragement to induce the Englishmen in the Colony to unite in giving voice to the old war cry, "St. George for Merrie England."

LOCAL AND GENERAL.

THE fortnightly commercial intelligence is printed on the third page.

THE French mail of the 22nd March was delivered in London on the 21st inst.

THE nineteenth case of plague since January 1st occurred during the past day at First Street.

THIS morning the British cruiser *Edith*, left for Wei-hai-wei, and the Chilean training ship *General Thayer*, arrived from Singapore.

READERS are reminded of the 'smoker' to be held at the Victoria Recreation Club at 9 o'clock this evening. A late ferry across has been arranged.

INSPECTOR George Warnock, of the Hongkong Police Force, left to-day for home, in the s.s. *Bengal*, on nine months' leave, after seventeen years' service.

WE are glad to note that "Progress" is the keynote of the year's work of the Chinese department of the Hongkong Young Men's Christian Association. The membership has increased more than 65 per cent, while, with regard to finances, the association closed the year with a balance in hand and all obligations met.

THE Foreign Office authorities are collecting all the available evidence relating to the stoppage of British steamers by Russian war vessels; and are already in correspondence with the Government of the Tsar on the subject. The Russian denial lately published is not deemed satisfactory, because it is a denial of things that have not been alleged—the stoppage of vessels, for instance, within the three-mile limit.

THE Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

D. G. B. Longstaff	£10
Hongkong and Kowloon Wharf and Godown Company	\$100
Central Market Pork Guild	\$90
E. Osborne	\$20

THE Admiralty is said to be making arrangements for the construction of a number of flat-bottomed gunboats, for service on the Chinese rivers. This step, it may be believed, is to be taken as a consequence of representations which have been made to the Foreign Office by Sir Ernest Satow, the British Minister in Peking, who insists that, especially at this time, when commerce is so much disturbed by the war between Russia and Japan, British interests in China require much greater protection than is furnished at present.

IN the case of the boy who was alleged to have stolen a watch belonging to Mr. Alfred Marham, sub-Editor of the *South China Morning Post*, which was remanded yesterday, Mr. Gompertz this morning said that he was not satisfied that the defendant had any criminal intent in taking the watch for a few hours. He did not think he intended to steal it. What he was guilty of was unlawfully interfering with his master's property, which was a dangerous proceeding. But as this was not a punishable offence, the defendant must be discharged.

THE Cornish miners in the Rand write home in support of the Chinese Labour Ordinance.

AN aeronaut who ascended at Barcelona, Spain, dropped into the sea from an altitude of 5,000 feet, and was drowned.

FURTHER details of the career of Crossman, the ticket-of-leave man who committed suicide at Kental Rise to avoid arrest for murder, show that on January 10th, 1903, he married a young woman, and on the 12th (two days after), sent her back to her parents. On the 15th, Crossman, under the alias of Sampson, married a Mrs. Owen, a maternity nurse. He secured her savings, and bought a bushel of cement. The police are convinced that this wife was murdered during the absence of the other. He recently purchased more cement with a view to placing additional layers over the body found in the trunk, and so still the smell.

A CORRESPONDENT heard of an interesting story of a Japanese officer who has been serving on board one of the ships of the Channel Squadron. The officer's name is Kimura, and he had been ordered home. He had made himself exceedingly popular on the vessel, and his withdrawal was the prelude to a series of general entertainments. At one of these Lieutenant Kimura offered his bicycle for sale, announcing that he would give the sum realised to the fund being raised by Viscountess Hayashi, the wife of the Japanese Ambassador, on behalf of the widows and orphans of soldiers and sailors killed during the war. It was decided to raffle it for £25—at least twice its value. The winner again r. filed it for a similar sum, so that the fund will benefit to the extent of £50. The Japanese officer was naturally very much delighted.

AN amah, living with a family in Wyndham Street, summoned a certain family, for assisting her on Friday. The family also summoned the amah for using insulting and abusive language to them. The case was called before Mr. Gompertz and evidence was led to the effect that the amah was employed by neighbours of the family, and was in the habit of calling out insulting things whenever she saw them. Mr. Gompertz said that the best thing to do would be for each side to give a guarantee not to insult or assault the other parties respectively, on their agreeing to withdraw the cross-summons. After a little expression of indignation by all parties, Mr. Gompertz bound over the amah and the two sons of the first complainant, to be of good behaviour for the future, and the summonses were withdrawn.

A LITTLE Chinese girl, Chan Ho, aged 14, ran out of No. 6 Tung Hing Lane yesterday, at about noon, and rushing up to an Indian Policeman, said that her mistress was trying to make her live a life of ill fame. The woman was arrested. The girl stated that in December last, her aunt sold her to Lo Kwai to be a servant, and \$250 was then paid for her. Her new mistress treated her very unkindly, and constantly beat her with a rattan cane for the most trivial reasons. Latterly she had tried to force her to live an immoral life, and when she refused she was severely beaten by her mistress, and up to yesterday at noon she had had no food for twenty-four hours. She wanted to go back to live with her aunt. Evidence of the arrest was taken this morning and the case was remanded on the application of Mr. U. D. Thomson, solicitor, who appeared for the defendant, bail being allowed in the sum of \$2,000.

LIVING ON WOOD.

TERRIBLE PLIGHT OF A STARVING CREW.

A terrible story of the sea is related by the survivors of the American barque *Mary A. Troop*, who recently arrived at Southampton. The vessel was in the North Atlantic, fifty days out from Pensacola, and bound for Rio de Janeiro with a cargo of timber, when a great gale was encountered. The boats were swept away, the main and mizzen masts snapped close to the deck, the bulwarks were ripped off, and eventually the hatches also went. Then the distressed vessel became water-logged.

For twenty-six days tremendous seas swept the craft from end to end. The carpenter was carried overboard.

When nineteen days had elapsed the sufferings of castaways had become accentuated by that time all the food, consisting of a barrel of flour, a dozen boxes of condensed milk, and a tin of apricots, had been eaten, and all the water drunk. The plight of a young lady, niece of the captain, was particularly sad, for, in addition to enduring the agonies of hunger, thirst, and exposure, she had lost all her warm clothing, and had to improvise apparel from sacks. Lead was chewed to relieve thirst, and the wood of the boats gnawed to appease their raving hunger.

So fierce was the gale that the men had to lash themselves to the deck with ropes to escape being washed overboard. The pumps were worked incessantly, in spite of the terrible fatigue, to keep the ship from foundering.

LIVING SKELETONS.

At last, when the condition of the castaways, wasted nearly to skeletons and half mad with privations, appeared hopeless, the steamship *Cairnisha*, of Newcastle, appeared in sight, and though a heavy sea rendered the work of rescue highly dangerous, Captain John Band pluckily saved all lives.

The vessel was then some 200 miles north of Bermuda. According to the master of the *Cairnisha*, the decks of the *Mary A. Troop* were awash amidships, and the crew were huddled together on the poop with scarcely strength to wave their arms. The crew of the latter vessel attempted to set the *Cairnisha* on fire, but she was so water-logged that there was little likelihood of her burning. The survivors were landed at Southampton, and the vessel was then discharged.

TELEGRAMS.

(Reuters.)

LONDON, 21st April.

Fire at Toronto.

A fire has occurred at Toronto by which 130 buildings have been destroyed and \$13,000,000 lost.

The Near East.

In pursuance of the agreement of the 9th inst., 495 Bulgarian prisoners at Salonika have been released. 317 others died in prison.

The War.

Reuter's Agency at St. Petersburg wires that General Kuropatkin has now 300,000 troops at his disposal and, as this is deemed sufficient for the present, the despatch of troops is suspended.

Three officers and fifty-five men perished in the destroyer (Russian) *Bezaschni* on the 14th inst.

General Kuropatkin telegraphs all quiet on the Yalu. The Japanese are increasingly concentrating at Wiju and spreading northward along the Yalu, entrenching their positions.

LATER.

Admiral Alexeieff's Resignation.

It is not officially admitted in St. Petersburg that Admiral Alexeieff has resigned, and it is thought a way may be found to smooth matters temporarily.

British North Borneo.

The Government has approved of the appointment of Mr. Edward Gueritz, as acting Governor of British North Borneo.

AN ORCHESTRAL CONCERT

AT THE CITY HALL.

There are many lovers of excellent music in Hongkong, and the big audience that assisted at the orchestral concert given at the Theatre Royal, last night, by the band of the German warship *Hansa*, was a sure proof of interest in harmony that exists in the Colony. The programme was a delightful one, in which works by the principal German composers figured prominently, though France, England and Hungary were also represented. The selections were from Gounod, Stuart, Cui, Balak, Brahms, Schubert, Weber, and Wagner. The execution was of the first order, and the performance of each selection was gone through with a *maestro* that betokened the perfect co-operation of skilled musicians and the best of directions. In recognition of the enthusiastic applause accorded the executants, several extras were given, the performance terminating at about 11.30.

It is to be hoped that the Hongkong public will have another opportunity afforded them of gain assisting at further enjoyable evenings of this sort.

THE traveller who goes to Jerusalem generally does so with the idea of seeing the scene of so many of the labours and triumphs of Christ and the guides, who conduct tourists, point out little else but objects that have a direct bearing on his life. One of the most remarkable of these objects is the Judas tree, which is to be seen just out of Jerusalem. It is said that this is the identical tree on which Judas Iscariot hanged himself after betraying his Master. The only authority which the guides have for this statement is tradition. Eminent writers, however, say that the assertion is entirely unfounded. The tree is a species of ash, and is evidently of great age. It is a remarkable fact that while all other trees of any age have withered and been cut down this tree still continues to bloom.

SHIPPING AND MAILS.

MAILS DUE.

Indian (<i>Catherine Ahear</i>)	25th inst.
Canadian (<i>Empress of India</i>)	25th inst.
German (<i>Prinz Heinrich</i>)	26th inst.
German (<i>Bayern</i>)	26th inst.
Canadian (<i>Tartar</i>)	28th inst.
American (<i>Coptic</i>)	2nd prox.
Indian (<i>Namsang</i>)	4th prox.
Canadian (<i>Empress of Japan</i>)	6th prox.
German (<i>Oldenburg</i>)	10th prox.
American (<i>Korea</i>)	13th prox.

The Boston Co.'s s.s. *Shawmut* arrived at Yokohama, on 22nd inst.

The N. Y. K. Chartered s.s. *Oceanic* from London, &c., left Singapore for this port on 22nd inst., at 4 p.m., and is expected to arrive here on 28th inst., p.m.

The Imperial German Mail s.s. *Bayern* with the German Mail left Singapore, on 22nd inst., at 10 a.m., and may be expected here on 25th inst., at 5 p.m.

The C. P. R. Co.'s s.s. *Turkey* arrived at Nagasaki at 7.30 a.m., to-day, and leaves again at 2 p.m., same day for Shanghai, where she is due to arrive at 8 a.m., on 25th inst.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Shanghai at 4 p.m., to-day, and leaves again at 6 p.m., same day for Nagasaki, where she is due to arrive on 25th inst.

THE WAR.

MR. KURINO IN HONGKONG.

JAPAN'S AMBASSADOR INTERVIEWED.

Knowing full well that few travellers would willingly sacrifice, to the arduous trial of a Press interview, an hour of the short rest on a sea journey afforded by the stay of a mail boat in our port, it was not without certain misgivings that, yesterday, we chaired up the slope leading to the residence of Mr. M. Noma, Japan's Consul in Hongkong, where Mr. Kurino, the late ambassador of the Mikado at the Court of St. Petersburg was staying. His Excellency had arrived that morning by the P. & O. s.s. *Chusan*, and was leaving the following day for Japan; so that no time was to be lost if the much desired meeting was to be obtained. As our coolies climbed higher, and yet higher, up the side of the hill, the magnificent panorama of our harbour spread itself out at our feet, and the pulse quickened at the sight of our splendid fleet of battleships and cruisers, which, just returning from a prolonged cruise, was steaming rapidly up from Lyeemun to its anchorage. These imposing slate-coloured fighting machines came on in double line ahead, and, from that distance, it seemed as if a dangerously small interval separated the stem of each ship from the stern of the one preceding her. An involuntary shiver ran through the system at the thought, "if a breakdown occurred on board of the leading vessel," and the imagination pictured the stunning impact of these monsters, the piling up one on the other of these ships in being, the awful hecatomb. But we remembered that there was the "hand that heaved that headlong force," and a brain that backed that hand; a brain that knows just what each ship in the fleet can do, the speed she can maintain, the angle in which she can turn. Fear turned to admiration and as each vessel swung to her moorings with a precision that was mathematical a sentiment came of deep pride of the officers who, in all knowledge, can thus handle so mighty a force, and of the men who, in all confidence, can obey. This striking demonstration of the excellence of our fleet and the capability of its commander created the thought that this powerful agent of destruction might yet be called upon to play a part in the drama now going on in the North. This recalled to us the object of our mission—an interview with the gentleman, who had filled one of the leading roles in the same first act of the play—

H. E. MR. S. KURINO.

We were received with the same never-failing courtesy, by Mr. M. Noma and, in answer to our inquiries, were informed that, Mr. Kurino was somewhat fatigued by his journey, but that our request for an interview would be made known to him. After a brief absence the Consul returned with the information that His Excellency had acceded to our desire, and we were conducted into the drawing room. A brief wait, during which the topics of the day were discussed; and Mr. Kurino entered. Judging from an English point of view, the Ambassador is what we should call a small man, resembling in height France's former great statesman, M. Thiers. Japanese would say that he is of middle stature. He is broad shouldered, the head well poised, the features strikingly regular. The thick, dark hair is streaked with grey, as is the beard and moustache. The first is trimmed to a point; the second unadorned up. The complexion is dark; the eyes black and piercing, but not hard, a kindly expression lurking within. After the first few seconds the impression grows that one is speaking to a cultured and erudite gentleman possessing that reserve so necessary to the statesman. A man that thinks much before speaking, smiles rarely, but is ever ready to oblige. After the usual formalities of introduction and the expression of our thanks at the favour accorded, the following conversation was engaged:—

"One may conclude that your Excellency has no complaint to make with regard to the attitude of the authorities in St. Petersburg at the time of your departure?"
"Oh! none whatever. On the contrary, I may say that everybody was kindest itself to me. Elaborate precautions were taken to ensure my comfort and security. The heads of the police and gendarmes accompanied me and my household to the station, where every possible courtesy was shown in the waiting rooms, and the members of the Imperial family were present."

train. There was a very big crowd to witness our going away, but excellent order was maintained, and our escort accompanied us to the door of the carriage, and several officers remained on the train till the frontier was reached.

"Was there any display of enthusiasm in the Russian capital when news of the outbreak of hostilities was received?"

"None at all. In fact, there was a complete lack of excitement; it seemed as if the people had no interest in the war. I do not think it is popular, probably because very few people in Russia take much interest in Japan, or Manchuria for the matter of that. Indeed, I fancy that the majority are ignorant of the geographical situation of either of these countries." The ghost of a smile passed swiftly over the lips of the ambassador, conjured up most probably by the thought of the meagre instruction possessed by the great majority of the Tsar's subjects.

"The lower classes, are they favourable to war?"

"No, they are not, but the military party, who have always been desirous of seeing a conflagration, works hard to excite the enthusiasm of the people. They lay the blame on England, and, amongst other things, do much to provoke public anger by publishing abroad that the new Japanese cruisers bought at Genoa were taken out to the East by officers and seamen from the British Navy, sent down there by their Government."

"Do you think, Mr. Kurino, that the Russian Government thought that war would really break out?"

"No, I do not. The Russian authorities did not believe that we were in earnest, because they did not realise the seriousness of Japan's intentions and attitude, notwithstanding our repeated requests for a settlement. Russia was bluffing. She thought that Japan was doing the same, and imagined that a demonstration of naval and military forces would suffice for us to withdraw."

"And, may one ask, what is the impression of the cultured class in Russian society with regard to the present struggle?"

"They had not, nor have, any desire for war. Those who favour it are military men who alone have something to gain thereby."

"There have been rumours of rupture and intrigue in Court circles in St. Petersburg; do you think there is any truth in these?"

"There are certainly great differences of opinion amongst those forming the entourage of the Emperor, but I do not know if there is any actual division at the Court."

"What is your opinion as to the real value to Russia of the Trans-Siberian railway as a line of communications?"

"Well, to a certain extent it will be a help; that is, it is preferable to the ordinary road. But I think its real value has been considerably over-rated and that it will not give the results expected."

"Only one-third of the section round Lake Baikal is completed; there remains yet 125 miles to be covered, 36 or 37 tunnels to be pierced, and all the work on hard rock. It is impossible that it can be ready by the middle of the present year, as has been officially stated."

"Do you think that Russian reverses would lead to a revolution in the Empire?"

"It is hardly probable, though one never knows what developments might take place. Considerable trouble and discontent exist in Finland; in Caucasus there is open revolt and sedition is rampant in several centres, but it would be necessary to combine all these movements, and this is hardly possible. Besides, Russia has so great an army that it is easy for her to at once crush local uprisings."

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"It is the general impression in England that France's statesmen would be adverse to engaging their country in so perilous an adventure?" we vouchsafed.

"Oh! certainly," replied the statesman, "and I think there is little chance of any such thing occurring so long as the present able Minister for Foreign Affairs, M. Delcasse, remains in power. Besides, any such movement on the part of France would draw

England into the struggle. I do not think that the French people would be mixed up in this trouble."

"What is your Excellency's opinion concerning the present violent Press campaign against Japan now going in Paris and Berlin?"

"That is organised and subsidised in St. Petersburg. I should say that Japan is at present very unpopular in commercial circles in Germany, and this is because, in that country, it was never seriously supposed that there would be war; consequently many merchants have lost considerable sums of money owing to the unexpected outbreak of hostilities in the Far East."

In answer to further inquiries Mr. Kurino stated that his voyage had been a fairly pleasant one, though the breakdown of the N. D. L. s.s. *Oldenburg* in the Red Sea had caused some discomfort. Returning to the political aspect in the North, His Excellency said:—"I think the war will be a very long one, and the struggle has peculiarities that have never, I think, attended any preceding conflict between nations. These will render a final settlement, one way or the other, extremely difficult. I mean this, supposing that we are victorious, we cannot go to St. Petersburg and impose terms; admitting that Russia wins on land and drives our troops off the continent, well, I am convinced, she cannot send her armies over to Japan." As he uttered these concluding words a smile was again visible; probably the diplomat was thinking of Russia's already crippled navy, soon perhaps to be non-existent, and the little chances there were of a Muscovite host ever traversing the narrow sea-way that girdled his country. One need not be long in the society of the able statesman to realise that the choice that placed him at St. Petersburg at the most critical moment of his country's history was a wise one; for, he possesses all the traits and characteristics that go to make the perfect representative of a Power. Mr. Kurino has done already much for his country; he will most certainly do more.

RUSSIAN SQUADRON AND THE "MARCO POLO."

We hear on good authority that the Captain of the Italian cruiser *Marco Polo*, emphatically denies the report that he was stopped by the Russian squadron near the entrance to the Suez Canal. He says he would not have tolerated such treatment. The only incident which occurred was that the Russian warships directed their search lights on the *Marco Polo*, and fired a blank shot to which no attention was paid, and the Italian cruiser continued on her voyage to the East.

NEUCHWANG.

The following telegrams from His Britannic Majesty's Consul at Neuchwang are published in the *Gazette*:

"Russian Authorities warn steamers not to anchor anywhere within one mile above and five miles below fort on account of danger from mines."

"Vessels have been warned not to cross bar between dusk and daylight."

IN A PORT ARTHUR BATTERY.

DURING AN ENGAGEMENT.

The officer who commanded the battery on Electric Cliff during a recent bombardment of Port Arthur has written home the following vivid account of the engagement:—

"It was a clear, sunny day. There was a gentle swell running. Suddenly a little speck loomed out of the haze on the horizon. It was quickly joined by another, and yet another, till fifteen ships were in view. They came nearer and nearer growing larger and larger, until they were only six miles off. Then a tiny puff of smoke was seen, and all of us in the battery wondered where the shell was going to. Out it fell eighty yards away. Only 340 inclusive

we were standing in front of the WILD DELL BUILDINGS, No. 147, spray, ANCHAL ROAD. Comfortable and Airy overhead of 3 Rooms, from 5/6 inclusive of Taxes. Then a land others to suit various requirements. S. A. SETH, Land and Estate Broker, Dairy Farm Co., Ltd., Hongkong, 26th February, 1904.

G HOTEL.

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"Suddenly a white-faced gunner pointed to the battery of daily quick-firers placed half-way down the cliff to repel a Japanese landing. I ran down and saw a scene of the wildest battle orgie—shells bursting, their fragments whistling through the air, the earth reeking with the stench and smoke. One shell burst among the gunners, and I saw a soldier lying dismembered, another with his skull open, a third delirious with the splinters in his head. One gun was broken like a reed. It was a dreadful sight. There was blood everywhere. After the battle was over General Siessel pinned the St. George's Cross on my breast, but what does that matter? I am in hospital."

THE NORTHERN PASSAGE.

During the last few days the telegrams have repeatedly stated that the Baltic fleet, reinforced by all the available vessels of the Russian Navy, intends to sail for the Far East to assist the sorely harassed Russian squadron in this part of the world. Now it appears very certain that the Baltic squadron cannot expect to reach China waters by the Suez Canal route, if only because of the difficulty that would be experienced in obtaining coal, and as the month of June is given as the time when the expedition is to start, it can only be conjectured that, notwithstanding previous denials, an attempt will be made to reach the Far East by the North-East passage if at all. That passage was navigated for the first time in 1878-79 by the famous explorer Nordenskiöld, who would have been a Russian subject had it not been for the suspicion aroused by his liberal views, which led to his leaving Finland, where his ancestors, originally coming from Sweden, had been settled for many generations. Driven from Finland at a time when he was about to start upon an expedition for studying the geology of Siberia and Kamchatka, the means for which he obtained by winning the Alexander travelling stipend, and made incompetent by formal notification of the right of ever holding office in the University of Helsinki, the Russian Government by such action deprived itself of the services of a man whose later travels and researches in the Arctic regions were to reflect undying lustre on the country which received him and furthered those great enterprises. It is curious that it is to the man thus driven from Russian territory, and whose friends with difficulty prevented the registration against him of a decree of permanent exile, that Russia is indebted for much of the information regarding the most northernmost part of the territory nominally under her rule. The famous voyage of the *Vega* was rendered possible by the funds supplied by King Oscar of Sweden, Mr. Oscar Dickson of Gothenburg, a munificent supporter of the Swedish exploring expeditions whose name is commemorated in a harbour at the mouth of the Yenisei, and M. Sibirakoff, a wealthy proprietor of Siberian estates. The expedition started from Karlskrona on the 22nd June, 1878, and on the 19th July reached the most northern point of Siberia and of the Old World, Cape Evorov or Teneluskun, in 77° 41' N. On leaving the extreme northern point of Asia a southerly easterly course was steered; the sea being found to be free from ice but very shallow. The latter would seem to be a point of considerable consequence if the Baltic fleet is really about to try to reach Vladivostok by this route. It would seem that the sea in this part of the Arctic Ocean is free of ice for some part of every year, in consequence of the mass of warm water discharged by the great Siberian rivers during the summer. But it would scarcely do for the Russian fleet to be caught in the North and forced to winter there, as was the *Vega*. Nevertheless, Nordenskiöld very nearly made the North-East Passage in one season, though the intrepid traveller probably had no objection to staying a winter in the high latitude he had reached, as this gave him the opportunity of studying an aboriginal tribe occupying a settlement on a low plain off the shore of which the *Vega* became frozen in towards the end of September. On the 18th of July, 1897, after having been imprisoned in the ice for two hundred and ninety-four days, the *Vega* proceeded on her voyage and passed Behring Strait on the 20th of the same month, thereby succeeding in navigating for the first time the northern coast of Europe and Asia which had originally been attempted by Sir Hugh Willoughby as long ago as 1553. Thus, as one chronicler puts it, the North-East Passage had at length been accomplished, after the lapse of three hundred and twenty-six years, without the loss of a single life and without damage to the vessel undertaking the remarkable enterprise. Doubtless some of our readers will recollect the arrival of Baron Nordenskiöld with the *Vega* at Yokohama on the 2nd of September, 1879, after the successful accomplishment of the memorable journey.

It may be mentioned as an interesting circumstance that Iyeyasu, who was the idea from which the expedition was planned, was a Japanese.

It is curious that almost three hundred years later this "northern passage" to Europe which Iyeyasu was willing to render his assistance in discovering should be proposed to be used by a people then entirely unknown to the Japanese for the purpose of carrying on a war against Japan. That the attempt will be actually made by the Russians to navigate the North-East Passage with their war-ships it is difficult, however, to believe. It is evidently a very different thing for a comparatively small vessel like the *Vega* to accomplish such an undertaking compared with the navigation of almost unknown waters by war-ships of great tonnage. The risks are evidently too great, for, even supposing the perils of the sea were safely passed and a passage made through the ice by ice-breakers, there would be the danger of the position in the Far East having undergone a material change between the time that the squadron left a point where it could be reached by telegraphic orders and its arrival in the Pacific, with the possibility that the squadron would be entirely at the mercy of the Japanese. It seems to us, therefore, that the statements regarding the proposed sailing of the Baltic fleet for the Far East are simply threats, and threats which, taking into account the difficulties to be encountered in using either the southern or the northern routes, it is impossible to put into execution.—*Kobe Chronicle*.

ARMS FOR CHINA.

The United States Consul at Leipzig reports that the factory at Steyr has received such a large order for arms for China, that the whole strength of the establishment, with extra hands, will be employed for several years in executing it. The Imperial Government has not been hasty, in utilising its freedom to import warlike stores, for the prohibition came to an end on August 25 last year; but perhaps it is making up for lost time by importing a vast quantity when it begins. Much will certainly happen before that consignment from Steyr is delivered. But the arsenals and factories in China itself are not to be overlooked. Some months ago, we heard that Japanese advisers had been appointed; they may have been recalled to the Army, but it is quite possible that they remain, seeing how important the rôle of China may become. The *New York Herald* makes merry over their Consul's announcement, advising the sheep China to take refuge with the International shepherds, and "not pretend to be a carnivorous animal." Other American papers show more wisdom, we trust. At a moment when one of the great Mongol races is exhibiting such intelligence and "grip" and resolution as Europeans could not excel, it is curiously inept to jeer at the capabilities of the other.

RAUB CRUSHING.

The detailed "milling return for the month ended 26th March, is as follows:—
Stamps working.—40.
Period of work.—28 days—less lost time 1.75 day (42 hrs.), of which 20 min. was due to Sempin and remainder to clean up and mill repairs.
Ore milled: Komau 2,831 tons. Hitam 104 tons. Jellis 108 tons, total 3,045 tons.
Mill duty: 2.9 tons per stamp per 24 hours.
Amalgam yield: 2,388 oz. giving 773 oz. melted gold—31.37%.
Bullion yield: 508 dwt. per ton—80.12% of contents.
Bullion fineness: 938.45 average.
Mercury loss: 4.6 lbs. per 100 tons milled—2.63 oz. per oz. bullion.
Tailings: Assays 1.26 dwt.—19.88% of contents.

PUNJOM MINING CO.

The Pahang correspondent of the *Strait Times* writes in that journal, under date the 14th inst., regarding the Punjom Mining Co. as follows:—

We hear that the Punjom mines have shut down, the decision of the Directors at Hongkong, to stop work being doubtless due to Mr. Warnford Lock's report on the property which is believed to have been unfavourable. Mr. J. R. Coates left Panggong on the 31st ultimo, and Messrs: R. Hangan, J. O. Morris, and A. Murchison have each received a month's notice and leave at the end of April. Mr. W. Kerfoot Hughes, the Manager, is expected to return shortly to Hongkong.

Work on the Punjom property has been carried on during the past 17 years. The Company was originally called "The Punjom and Sungei Dua Semantan Mining Company" and its concession included the district in the Semantan.

LANE, CRAWFORD & Co.,
Sole Agents for China and Manila.

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well furnished and Airy Bedrooms. Monthly Boarders accommodated on very moderate terms. For Particulars apply to THE MANAGER.

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

WM. FARMER, Proprietor.

was to be used for other than mining purposes. Under the terms of the original concession granted by His Highness the Sultan in April, 1885, which, in common with all similar grants, were modified after a British Resident was appointed to Pahang in 1889, the Company had agricultural as well as mining rights, and specially reduced terms were granted as to opium, spirits, and tobacco duty. The Company renounced all these exceptional rights and claims on receiving the mining lease, the conditions of which were, however, still very advantageous to the lessees. Thus, according to the mining regulations, the Company was only entitled to less than 30 square miles, but the area granted was nearly double what they could have legally claimed, and this was allowed in consideration of the deed of renunciation referred to. During the last 17 years the Company has done much *bona fide* work at Penjun, and at one time their exports of gold reached several thousands of ounces annually. The decline of Penjun may be said to date from 1897, from which year their gold output began to dwindle, as may be seen from the following table, which shows the quality of gold exported during the five years prior to 1901:—

1896	...	8,430 ounces.
1897	...	6,400 ounces.
1898	...	3,796 ounces.
1899	...	2,116 ounces.
1900	...	193 ounces.

TO DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1.91
Do. demand	1.99 1/2
Do. 4 months' sight	1.97
France—Bank T.T.	2.25
America—Bank T.T.	43 1/2
Germany—Bank T.T.	1.83
India T.T.	133 1/2
Do. demand	133 1/2
Shanghai—Bank T.T.	72 1/2
Japan—Bank T.T.	88 1/2
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	108

Buying.

4 months' sight L/C	1.91
6 months' sight L/C	1.10
30 days' sight San Francisco & New York	44 1/2
4 months' sight do.	45
30 days' sight Sydney and Melbourne	110 1/2
4 months' sight France	2.29 1/2
6 months' sight "	2.31
4 months' sight Germany	1.87 1/2
Bar Silver	25 1/2
Bank of England rate	3%

OPIUM QUOTATIONS.

To-day's quotations are as follows:—	Per cent
Malwa New	97 1/2 @ 97 1/2
" Old	1,020 @ 1,080
" Older	1,100 @ 1,160
" Oldest	1,180 @ 1,220
Patna New	1,342 @ 1,342 1/2
" Old	1,352 @ 1,352 1/2
Bennares New	1,342 @ 1,342 1/2
" Old	1,337 @ 1,337 1/2
Persian Paper	880 @ 930

Co-day's Advertisements.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 2nd day of May, 1904, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND, at Star Street in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale	Boundary Measurements	Area in Acres	Area in Square Feet	Area in Square Yards	Area in Square Meters	Area in Square Miles
1	LOCALITY.					

Telephone No. 75.

Hongkong, 2nd April, 1904.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for
DR. AUER VON WELSBACH Co.,
VIENNA,
THE INVENTORS OF INCANDESCENT GAS LIGHT.
ARE SELLING THE ONLY GENUINE MANTLES.
The Price of which has been reduced to
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE

Co-day's Advertisements.

REQUIRED.

TWO YOUNG LADIES (European), aged about sixteen years, for DRAPEY STORE Apply—
FAIRALL & Co.
Hongkong, 23rd April, 1904. [547]

A SMOKING CONCERT

will be given by
THE VICTORIA RECREATION CLUB
assisted by many of the leading Vocalists of the Colony
TO-DAY,
the 2nd April, at 9 P.M. Sharp, in the
CLUB GYMNASIUM, KOWLOON.

Admission \$1.00.
A Launch will leave BLAKE PIER for Kowloon at 8.30 P.M.

Arrangements have been made with the STAR FERRY CO., LD. to run a late Launch from Kowloon, at 12.15 A.M.

HAROLD C. AUSTEN,
Acting Hon. Sec.
Hongkong, 23rd April, 1904. [536]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,

on
SATURDAY
the 30th April, 1904, at Noon, alongside the Douglas S.S. Co.'s Wharf,
The Steam Launch
"BERTHA,"

Length 59 feet;
Breadth 9 feet 6 inches;
Depth 6 feet 7 inches;
Built of Teakwood, and Copper Fastened, Metal Sheathed with Awning Complete. Boiler 4 ft. 4 in. by 6 ft. 6 in. in good order. Certificate granted for 75 lbs. pressure. Size of Engine—Cylinders 9 and 15 inches by 9 inch Stroke.

TERMS.—As usual.
For further particulars apply to
HUGHES & HOUGH,
Auctioneers.

Hongkong, 23rd April, 1904. [544]

UNITED STATES & CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAVELLI"

Captain Craven, will be despatched as above on Friday, 29th inst., at 2 P.M.

For Freight apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 23rd April, 1904. [545]

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "INDRAVELLI,"
FROM PORTLAND (OR), YOKOHAMA, KOBE AND MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON,
General Agent.
Hongkong, 23rd April, 1904. [543]

Intimation.



SOUR MASH.

HIGH BALL KENTUCKY RYE.

FINE OLD BOURBON (IDES).

O. K. BOURBON.

PURE AMERICAN RYE.

MOUNT VERNON RYE.

GALBECK, MACGREGOR & Co.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road.

[542]

train. There was a very big crowd to witness our going away, but excellent order was maintained, and our escort accompanied us to the door of the carriage, and several officers remained on the train till the frontier was reached.

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"What is your Excellency's opinion concerning the present violent Press campaign against Japan now going in Paris and Berlin?"

"That is organised and subsidised in St. Petersburg. I should say that Japan is at present very unpopular in commercial circles in Germany, and this is because, in that country, it was never seriously supposed that there would be war; consequently many merchants have lost considerable sums of money owing to the unexpected outbreak of hostilities in the Far East."

In answer to further inquiries Mr. Kurino stated that his voyage had been a fairly pleasant one, though the breakdown of the N. D. L. s.s. *Oldenburg* in the Red Sea had caused some discomfort. Returning to the political aspect in the North, His Excellency said:—"I think the war will be a very long one, and the struggle has peculiarities that have never, I think, attended any preceding conflict between nations. These will render a final settlement, one way or the other, extremely difficult. I mean this, supposing that Russia wins on land and drives our troops off the continent, well, I am convinced, she cannot send her armies over to Japan." As he uttered these concluding words a smile was again visible; probably the diplomat was thinking of Russia's already crippled navy, soon perhaps to be non-existent, and the little chances there were of a Muscovite host ever traversing the narrow sea-way that girdled his country. One need not be long in the society of the able statesman to realise that the choice that placed him at St. Petersburg at the most critical moment of his country's history was a wise one; for, he possesses all the traits and characteristics that go to make the perfect representative of a Power. Mr. Kurino has done already much for his country; he will most certainly do more.

RUSSIAN SQUADRON AND THE "MARCO POLO."

We hear on good authority that the Captain of the Italian cruiser *Marco Polo*, emphatically denies the report that he was stopped by the Russian squadron near the entrance to the Suez Canal. He says he would not have tolerated such treatment. The only incident which occurred was that the Russian warships directed their search lights on the *Marco Polo*, and fired a blank shot to which no attention was paid, and the Italian cruiser continued on her voyage to the East.

NEWCHWANG.

The following telegrams from His Britannic Majesty's Consul at Newchwang are published in the *Gazette*:

"Russian Authorities warn steamers not to anchor anywhere within one mile above and five miles below fort on account of danger from mines."

"Vessels have been warned not to cross bar between dusk and daylight."

IN A PORT ARTHUR BATTERY.

DURING AN ENGAGEMENT.

The officer who commanded the battery on Electric Cliff during a recent bombardment of Port Arthur has written home the following vivid account of the engagement:—

"It was a clear, sunny day. There was a gentle swell running. Suddenly a little speck loomed out of the haze on the horizon. It was quickly joined by another, and yet another, till fifteen ships were in view. They came nearer and nearer growing larger and larger, until they were only six miles off. Then a tiny puff of smoke was seen, and all of us in the battery wondered where the shell was going to fall. It fell eighty yards away from the cliff where we were standing, and burst right into the bows of the *Perovskiy* splashing her decks with spray. Another puff, and a projectile whistled overhead, crashing into the rock behind us. Then a third shell followed, and after a moment of grim suspense, it exploded with terrific violence just over our heads. They had got our range exactly."

"This was the signal for us to open fire with ten shore batteries. Our twelve warships joined in the reply. What followed was almost indescribable. The sea underneath fairly boiled with the swishing plunge of shells. The work of command was invaluable to the gunners. I tried vainly to make my orders understood amid the belching of 150 guns, and the roar of the shells bursting with fearful violence overhead. The smoke and dust blotted out the sun. I did not experience any excitement. My teeth began to ache, and I had a momentary sensation of joy amidst the scenes of destruction which had no terror for me after the

"Suddenly a white-faced gunner pointed to the battery of daisy quick-firers placed half-way down the cliff to repel a Japanese landing. I ran down and saw a scene of the wildest battle orgie—shells bursting, their fragments whistling through the air, the earth reeking with the stench and smoke. One shell burst among the gunner, and I saw a soldier lying disembowelled, another with his skull open, a third delirious with three splinters in his head. One gun was broken like a reed. It was a dreadful sight. There was blood everywhere. After the battle was over General Siossel pinned the St. George's Cross on my breast, but what does that matter? I am in hospital."

THE NORTHERN PASSAGE.

During the last few days the telegrams have repeatedly stated that the Baltic fleet, reinforced by all the available vessels of the Russian Navy, intends to sail for the Far East to assist the sorely harassed Russian squadron in this part of the world. Now it appears very certain that the Baltic squadron cannot expect to reach China waters by the Suez Canal route, if only because of the difficulty that would be experienced in obtaining coal, and as the month of June is given as the time when the expedition is to start, it can only be conjectured that, notwithstanding previous denials, an attempt will be made to reach the Far East by the North-East passage if at all. That passage was navigated for the first time in 1878-79 by the famous explorer Nordenskiöld, who would have been a Russian subject had it not been for the suspicion aroused by his liberal views, which led to his leaving Finland, where his ancestors, originally coming from Sweden, had been settled for many generations. Driven from Finland at a time when he was about to start upon an expedition for studying the geology of Siberia and Kamchatka, the means for which he obtained by winning the Alexander travelling stipend, and made incompetent by formal notification of the right of ever holding office in the University of Helsingfors, the Russian Government by such action deprived itself of the services of a man whose later travels and researches in the Arctic regions were to reflect undying lustre on the country which received him and furthered those great enterprises. It is curious that it is to the man thus driven from Russian territory, and whose friends with difficulty prevented the registration against him of a decree of permanent exile, that Russia is indebted for much of the information regarding the most northernmost part of the territory nominally under her rule. The famous voyage of the *Vega* was rendered possible by the funds supplied by King Oscar of Sweden. Mr. Oscar Dickson of Gothenburg, a magnificent supporter of the Swedish exploring expeditions whose name is commemorated in a harbour at the mouth of the Yenisei, and M. Sibiriakoff, a wealthy proprietor of Siberian estates. The expedition started from Karlskrona on the 22nd June, 1878, and on the 19th July reached the most northern point of Siberia and of the Old World, Cape Evorot or Tenelsuk, in 77° 41' N. On leaving the extreme northern point of Asia a south-easterly course was steered, the sea being found to be free from ice but very shallow. The latter would seem to be a point of considerable consequence if the Baltic fleet is really about to try to reach Vladivostok by this route. It would seem that the sea in this part of the Arctic Ocean is free of ice for some part of every year, in consequence of the mass of warm water discharged by the great Siberian rivers during the summer. But it would scarcely do for the Russian fleet to be caught in the North and forced to winter there, as was the *Vega*. Nevertheless, Nordenskiöld very nearly made the North-East Passage in one season, though the intrepid traveller probably had no objection to staying a winter in the high latitude he had reached, as this gave him the opportunity of studying an aboriginal tribe occupying a settlement on a low plain off the shore of which the *Vega* became frozen in towards the end of September. On the 18th of July, 1879, after having been imprisoned in the ice for two hundred and ninety-four days, the *Vega* proceeded on her voyage and passed Behring Strait on the 20th of the same month, thereby succeeding in navigating for the first time the northern coasts of Europe and Asia which had originally been attempted by Sir Hugh Willoughby as long ago as 1553. Thus, as one chronicler puts it, the North-East Passage had at length been accomplished, after the lapse of three hundred and twenty-six years, without the loss of a single life and without damage to the vessel undertaking the remarkable enterprise. Doubtless some of our readers will recollect the arrival of Baron Nordenskiöld with the *Vega* at Yokohama on the 2nd of September, 1879, after the successful accomplishment of the memorable journey.

It may be mentioned as an interesting circumstance that Iyeyasu, who probably obtained the idea from Will Adams, the English ship-master shipwrecked on the Japanese coast in 1600, showed considerable interest in the discovery of a North-East or North-West passage, by which Europe could be reached. In his Diary of the fortunes of the English factory at Hirado (1612 to 1624) Cocks has several passages dealing with the subject. In one place he says:—

"Mr. Adams is of the opinion that, if ever the north-east or north-west passages be found out, it must be from these parts, and offer his best services therein, the Emperor promising his best forthrightness with men or letters of recommendations to all princes, and hath entrance already into an island called Vedro, which is thought to be rather some parts of the continent of Tartaria."

Again, under 25th November, 1614, Cocks writes:—

"He [Adams] hath a great desire to find out the northern passage for England, from hence, and thinketh it an easy matter to be done in respect the Emperor of this place offereth his assistance. Your Wor.^{ship} [Cocks] was writing to the East India Company, shall find me as willing as any man it shall please you to employ in these parts to second him."

It is curious that almost three hundred years later this "northern passage" to Europe which Iyeyasu was willing to render his assistance in discovering should be proposed to be used by a people then entirely unknown to the Japanese for the purpose of carrying on a war against Japan. That the attempt will be actually made by the Russians to navigate the North-East Passage with their war-ships it is difficult, however, to believe. It is evidently a very different thing for a comparatively small vessel like the *Vega* to accomplish such an undertaking compared with the navigation of almost unknown waters by war-ships of great tonnage. The risks are evidently too great, for, even supposing the perils of the sea were safely passed and a passage made through the ice by ice-breakers, there would be the danger of the position in the Far East having undergone a material change between the time that the squadron left a point where it could be reached by telegraphic orders and its arrival in the Pacific, with the possibility that the squadron would be entirely at the mercy of the Japanese. It seems to us, therefore, that the statements regarding the proposed sailing of the Baltic fleet for the Far East are simply threats, and threats which, taking into account the difficulties to be encountered in using either the southern or the northern routes, it is impossible to put into execution.—*Kobe Chronicle*.

ARMS FOR CHINA.

The United States Consul at Leipzig reports that the factory at Steyr has received such a large order for arms from China, that the whole strength of the establishment, with extra hands, will be employed for several years in executing it. The Imperial Government has not been hasty, in utilising its freedom to import warlike stores, for the prohibition came to an end on August 25 last year; but perhaps it is making up for lost time by importing a vast quantity when it begins. Much will certainly happen before that consignment from Steyr is delivered. But the arsenals and factories in China itself are not to be overlooked. Some months ago, we heard that Japanese advisers had been appointed; they may have been recalled to the Army, but it is quite possible that they remain, seeing how important the rôle of China may become. The *New York Herald* makes merry over their Consul's announcement, advising the sheep China to take refuge with the International shepherds, and "not pretend to be a carnivorous animal." Other American papers show more wisdom, we trust. At a moment when one of the great Mongol races is exhibiting such intelligence and "grip" and resolution as Europeans could not excel, it is curiously inept to jeer at the capabilities of the other.

RAUB CRUSHING.

The detailed milling return for the month ended 26th March, is as follows:—
Stamps working—40.
Period of work—28 days—less lost time 1:75 day (42 hrs.), of which 20 min. was due to Sempam and remainder to clean up and mill repairs.
Ore milled: Koman 2,831 tons. Hlitan 106 tons. Jellis 108 tons, total 3,045 tons.
Mill duty: 2.9 tons per stamp per 24 hours.
Amalgam yield: 2,388 oz. giving 773 oz. melted gold=32.37%.
Bullion yield: 5.08 dwt. per ton=80.12% of contents.
Bullion fineness: 938.45 average.
Mercury loss: 4.6 lbs. per 100 tons milled=2.63 oz. per oz. bullion.
Tailings: Assays 1.26 dwt.—19.88% of contents.

PUNJOM MINING CO.

The Pahang correspondent of the *Strait Times* writes in that journal, under date the 14th inst., regarding the Punjom Mining Co. as follows:—

We hear that the Punjom mines have shut down, the decision of the Directors at Hongkong, to stop work being doubtless due to Mr. Wainford Lock's report on the property which is believed to have been unfavourable. Mr. J. R. Coates left Pangkong on the 31st ultimo, and Messrs: R. H. Ngan, J. O. Morris, and A. Murchison have each received a month's notice and leave at the end of April. Mr. W. Kerfoot Hughes, the Manager, is expected to return shortly to Hongkong.

Work on the Punjom property has been carried on during the past 17 years. The Company was originally called "The Punjom and Sungai Dua Semantan Mining Company," and its concession included the Sungai Dua district in the Semantan, but this district was voluntarily surrendered in 1892 and the Company was re-constructed under the title of "The Punjom Mining Company." It gave up Sungai Dua with the object of devoting all their attention to gold mining at Punjom. In 1898 the Company obtained a new lease from the Government, the document conveying mining rights over an area of 50 square miles for a period of 50 years from the 27th April, 1898, the land being held under a nominal annual rental of one dollar. The labour conditions for this large area were very light and provided for the continuous employment for mining purposes, of not less than one labourer for every ten acres of land leased. In the event of this provision not being carried out literally, the Company had the option of employing the equivalent of such labour in machinery and local supervision, the working value of an Asiatic mining labourer being, under the lease, reckoned as equal to \$100 per annum, and in machinery one horse-power being taken as equivalent to 25 labourers. All rights of water, way, and other easements were fully provided for, and the lessees were exempted from the payment of all duties or taxes then or thereafter to become payable in Pahang, excepting duties on minerals exported and on opium, spirits, and tobacco imported, which were to be paid at the rates in force from time to time. It was provided that no part of the 50 square miles leased

was to be used for other than mining purposes. Under the terms of the original concession granted by His Highness the Sultan in April, 1885, which, in common with all similar grants, were modified after a British Resident was appointed to Pahang in 1889, the Company had agricultural as well as mining rights, and specially reduced terms were granted as to opium, spirits, and tobacco duty. The Company renounced all these exceptional rights and claims on receiving the mining lease, the conditions of which were, however, still very advantageous to the lessees. Thus, according to the mining regulations, the Company was only entitled to less than 30 square miles, but the area granted was nearly double what they could have legally claimed, and this was allowed in consideration of the deed of renunciation referred to. During the last 17 years the Company has done much *bona fide* work at Punjom, and at one time their exports of gold reached several thousands of ounces annually. The decline of Punjom may be said to date from 1897, from which year their gold output began to dwindle, as may be seen from the following table, which shows the quality of gold exported during the five years prior to 1901:—

1896	...	8,430 ounces.
1897	...	6,400 ounces.
1898	...	3,796 ounces.
1899	...	2,116 ounces.
1900	...	193 ounces.

TO DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	1/9 1/2
Do. demand	1/9 1/6
Do. 4 months' sight	1/9 1/2
France—Bank T.T.	2.25
America—Bank T.T.	43 1/2
Germany—Bank T.T.	1.83
India T.T.	133 1/2
Do. demand	133 1/2
Shanghai—Bank T.T.	72 1/2
Japan—Bank T.T.	88 1/2
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	108
Buying.	
4 months' sight L/C.	1/9 1/2
6 months' sight L/C.	1/10
30 days' sight San Francisco & New York	44 1/2
4 months' sight do.	45
30 days' sight Sydney and Melbourne	1/10 1/2
4 months' sight France	2.29 1/2
6 months' sight do.	2.31
4 months' sight Germany	1.87 1/2
Bar Silver	25 1/2
Bank of England rate	3 1/2

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—	Per chest
Malwa New	970/1,000
" Old	1,020/1,080
" Older	1,100/1,160
" Oldest	1,180/1,220
Patan New	1,344
" Old	1,352
Bienares New	1,342
" Old	1,337
Persian (Paper)	880/930

To-day's Advertisements.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 2nd day of May, 1904, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND, at Star Street in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.				Contents in square feet.	Annual Rent.	Upset Price.
		N.	S.	E.	W.			
1	Star Street	74	85	49.6	50.6	3,915	54	2,364

Hongkong, 25th April, 1904.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"ALGOA."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by WEDNESDAY, the 27th instant, at 5 P.M., will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

E. W. TILDEN, Agent.

Hongkong, 23rd April, 1904.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, TAKAO AND POOCHOW.

THE Company's Steamship

"HAICHING."

Captain Hodgins, will be despatched for the above Ports, on TUESDAY, the 26th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers.

Hongkong, 23rd April, 1904.

To-day's Advertisements.

REQUIRED.

TWO YOUNG LADIES (European), aged about sixteen years, for DRAPERY STORE. Apply—FAIRALL & Co. [547]
Hongkong, 23rd April, 1904.

A SMOKING CONCERT

will be given by THE VICTORIA RECREATION CLUB assisted by many of the leading Vocalists of the Colony

TO-DAY.

the 2nd April, at 9 P.M. Sharp, in the CLUB GYMNASIUM, KOWLOON.

Admission \$1.00

A launch will leave BLAKE PIER for Kowloon at 8.30 P.M.

Arrangements have been made with the STAR FERRY CO., LD. to run a late Launch from Kowloon, at 12.15 A.M.

HAROLD C. AUSTEN, Acting Hon. Sec. [536]
Hongkong, 23rd April, 1904.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON SATURDAY

the 30th April, 1904, at Noon, alongside the Douglas S.S. Co.'s Wharf, The Steam Launch

"BERTHA,"

Length 59 feet;
Breadth 9 feet 6 inches;
Depth 6 feet 7 inches;
Built of Teakwood, and Copper Fastened, Metal Sheathed with Awning Complete. Boiler 4 ft. 4 in. by 5 ft. 6 in. in good order. Certificate granted for 75 lbs. pressure. Size of Engine—Cylinders 9 and 15 inches by 9 inch Stroke.

TERMS—As usual.
For further particulars apply to

HUGHES & HOUGH,

Auctioneers.

Hongkong, 23rd April, 1904. [544]

UNITED STATES & CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAVELLI"

Captain Craven, will be despatched as above on Friday, 29th inst., at 2 P.M.

For Freight apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 23rd April, 1904. [545]

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "INDRAVELLI," FROM PORTLAND (OR), YOKOHAMA, KOBE AND MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON, General Agent. [543]
Hongkong, 23rd April, 1903.

Intimation.



THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS, By Appointment to

H.M. THE KING and H.R.H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from

LANE, CRAWFORD & CO, Queen's Road Central.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

AND

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"DEUCALION"	On 1st May.
GLASGOW AND LIVERPOOL	"ULYSSES"	On 7th May.
GLASGOW AND LIVERPOOL	"TEENKAI"	On 13th May.
GLASGOW AND LIVERPOOL	"CALCHAS"	On 15th May.
GLASGOW AND LIVERPOOL	"DARDANUS"	On 21st May.
GLASGOW AND LIVERPOOL	"YANGTZE"	On 28th May.
GLASGOW AND LIVERPOOL	"DIOMED"	On 3rd June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"TELEMACHUS"	On 26th April.
LONDON & ANTWERP	"ANTENOR"	On 10th May.
*GENOA, MARSEILLES & L'POOL	"ACHILLES"	On 20th May.
LONDON & ANTWERP	"ALCINOUS"	On 24th May.
LONDON & ANTWERP	"PROMETHEUS"	On 7th June.
*GENOA, MARSEILLES & L'POOL	"DEUCALION"	On 14th June.

* Taking Cargo for Liverpool at London Rates.
s.s. Telemachus for London and Antwerp is expected here from Shanghai daylight of 25th inst.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE AND YOKOHAMA.	"CALCHAS"	On 17th May.

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 19th April, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHAOHSING"	25th April
SHANGHAI	"CHENAN"	25th p.m.
SHANGHAI	"WHAMPOA"	26th "
MANILA	"SUNGKIANG"	27th "
CEBU AND ILOILO	"WUCHANG"	28th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	9th May

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

V.S.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).
For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 23rd April, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 30th April, at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 7th May, at 10 A.M.
PERLA	1980	A. H. Notley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO. GENERAL MANAGERS.

Hongkong, 23rd April, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"NICOMEDIA"	4,371	A. Wagner	
"ARABIA"	4,483		
"AROGONIA"	5,198		
"NUMANTIA"	4,370		

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

HONGKONG-CANTON LINE.

S.S. "WING CHAI," Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Days, at 8.30 A.M.; on Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.
FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.
On Excursion Days, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.
WHARF—At the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.
MING ON & CO., 2nd Floor, No. 16, Victoria Street. Hongkong, 6th January, 1904.

THE British Steamship

"YING KING,"

Capt. Wm. Robinson, of 1,988 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.
Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.
1st Class.....\$3.00 for Single Journey.
2nd ".....1.50 "
Meals.....1.00 each.
The steamer's wharf is at the Western end of Wing Lok Street.
YUK ON S.S. CO., LD., No. 216, Wing Lok Street.
WENDT & CO., Canton Agents.
Hongkong, 16th April, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES, From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Daily qualified Surgeon carried.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st February, 1904.

MESSAGERIES CANTONNAISES.

J. TREVoux & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Frangeul, leaves Hongkong for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN," Captain Noel, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.

The Saloon is under European Supervision.

First Class European.....\$8.00

Second Class European.....3.00

First Class Chinese.....1.50

Second Class Chinese......80

Deck.....30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,

THE PHARMACY, Queen's Road Central.

Hongkong, 23rd March, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW".....1,300 J. P. MARTIN.

"KWONG TUNG".....1,380 H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4

Meals.....(Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHU ON S.S. CO., LD., and YUEN ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI, SALINA CRUZ, MEXICO, AND PORTLAND (OREGON).

HONGKONG, 17th February, 1904.

THE Steamship

"CLAVERING,"

Captain Barton, will be despatched for the above Ports, on SATURDAY, the 23rd instant, at 4 P.M.

For Freight, apply at the Company's Offices, No. 20, Des Vaux Road.

J. S. VAN BUREN, Superintendent.

Hongkong, 16th April, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

Steamers. Tons. Captains. Sailing.

Shawmut.....9,606 W. M. Smith.....May 21

Tremont.....9,606 T. W. Garlick.....June 28

Lyra.....4,417 G. V. Williams.....Aug. 4

Shawmut.....9,606 W. M. Smith.....Sept. 1

Tremont.....9,606 T. W. Garlick.....Oct. 1

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

Shawmut.....9,606 W. M. Smith.....Ab. May 3

Tremont.....9,606 T. W. Garlick.....Ab. June 8

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Tremont have just been fitted with very superior accommodation for first and second class passengers.

The large size of these vessels ensures steadiness at sea. Electric light in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 19th April, 1904.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"BAYERN,"

of the NORDDEUTSCHER LLOYD, Captain H. Formes, due here with the outward German Mail about TUESDAY at 5 P.M.

will leave for the above places 12 to 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 22nd April, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904.

About

"SHIMOSA".....Early May.

"SATSUMA".....31st May.

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 22nd April, 1904.

To Let.

ONE OFFICE ROOM on second floor, Prince's Buildings.

Apply to—

REUTER, BROCKELMANN & Co.

Hongkong, 6th April, 1904.

TO LET.

MEIRION, Nos. 1 and 2, BOWRING VILLAS, No. 2.

Apply—

HUGHES & HOUGH,

8, Des Vaux Road.

Hongkong, 2nd April, 1904.

TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 26th March, 1904.

HONGKONG AVERAGE MARKET PRICES.

Corrected 6th April, 1904, per 5 Mex.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung 1½ lb.

" Corned—Ham Ngau Yuk.....18

" Roast—Shiu.....18

" Breast—Ngau Lam.....14

" Soup, Tong Yuk.....14

" Steak—Ngau Yuk Pa.....18

" " Serjion—Ngau Lau.....26

" Sausages—Ngau Yuk Chuan.....16

" Bullock's Brains—Know.....per set

" Tongue fresh—Ngau Li.....each

" " Corned—Ham Ngau Li.....55

" Head—Ngau Tau.....55

" Heart—Ngau Sum.....9

" Hump, Salt—Ngau Kia.....13

" Feet—Ngau Kerk.....each

" Kidneys—Ngau Yiu.....8

" Tail—Ngau Mei.....16

" Liver—Ngau Con.....5

" Tripe (undressed)—Ngau To.....5

" Calves' Head and Feet—Ngau-chai-tau-keok.....45

" Mutton Chop—Yeung Fai Kw.....24

" Leg—Yeung Pei.....24

" Shoulder—Yeung Shau.....22

" Pigs' Chittings—Chi cheong.....7

" Brains—Chi Know.....per set

" Feet—Chi Kerk.....12

" Fry—Chi Chak.....12

" Head—Chi Tau.....13

" Heart—Chi Sum.....each

" Kidneys—Chi Yiu.....pair

" Liver—Chi Kon.....20

" Pork, Chop—Chi Pai Kwat.....20

" Corned—Ham Chu Yuk.....18

" Leg—Chu Pei.....22

" Fat or Lard—Chu Yau.....18

" Sheep's Head and Feet—Yeung Tau.....55

" Keok.....set

" Heart—Yeung Sum.....each

" Kidneys—Yeung Yiu.....9

" Liver—Yeung Con.....20

" Sucking Pigs, To Order—Chu Chai.....16

" Suet, Beef—Sang Ngau Yau.....17

" Mutton—Sang Yeung Yau.....20

" Veal—Ngau Chai Yuk.....15

" Sausages—Ngau Chai Yuk Tong.....15

POULTRY.

Chicken—Kai Chai.....30

" Capons, Large, Small—Sin Kai.....32

" Ducks—Ap.....18

" Doves—Pan Kau.....each

" Eggs, Hen—Kai Tan.....per doz.

" Fowls, Canton—Kai.....18

" Hainan—Hoi Nam Kai.....21

" Geese—Ngoi.....21

" Geese, Wild Shanghai—Sheung Hoi Ye

" Ngo.....pair

" Musk Deer—Wong Keng.....each

" Hare—Tu Chai.....55

" Partridge—Che Khoo.....60

" Pheasant—Shan Kai.....pair

" Pigeons, Canton—Pak Kup.....each

" " Holchow—Holchow Pak Kup.....25

" Quail—Um-Chun.....25

" Rice Birds—Wo Fa Cheuk.....dozen

" Snipe—Sa Chui.....each

" Turkeys, Cock—Fo Kai Kung.....58

" Hen—" Na.....58

" Wild Ducks, Shanghai, Sul-pai.....pair

" Teal, Shanghai, Sul Ap Chai.....each

" Wild Ducks Canton—Sang Shing Sul

" Apai.....pair \$1.15

FISH.

Barbel—Ka Yu.....14

Bream—Bin Yu.....13

Canton Fresh Water Fish—Hoi Sin Yu.....19

Carp—Li Yu.....19

Catfish—Chik Yu.....11

Codfish—Mun Yu.....14

Crabs—Hoi.....12

Cuttle Fish—Muk Yu.....12

Dab—Sa Mang Yu.....11

Dace—Wong Mei Lun.....11

Dog Fish—Tik Tu Sa.....9

Shipping.

Arrivals.
 Empire, Br. s.s., 4,500, B. T. Helms, 23rd April.—Australia 30th Mar., Gen.—G. L. & Co.
 Ichang, Br. s.s., 1,228, W. L. Jones, 23rd April.—Wuhu and Chinkiang 19th April, Gen.—B. & S.
 Indravelli, Br. s.s., 3,152, R. P. Craven, 22nd April.—Portland, Or. 14th Mar., Flour and Gen.—P. & A. S. S. Co.
 Progress, Ger. s.s., 687, F. Bremer, 22nd April.—Swatow 21st April, Gen.—S. & Co.
 General Bagedano, Chilean Training ship, 1,050, Comdr. Luis Gomez, 23rd April.—Singapore 13th April.
 Batavia, Ger. s.s., 1,045, Dunplow, 23rd April.—Mojito 19th April, Ballast.—H. A. L.
 Alcoa, Br. s.s., 5,000, A. Lockett, 23rd April.—San Francisco via Manila 20th April, Gen.—P. M. S. S. Co.
 Triumph, Ger. s.s., 679, A. Hansen, 23rd April.—Fochow via Amoy and Swatow 22nd April, Gen.—O. S. K.
 China, Ger. s.s., 1,150, Kruebbe, 23rd April.—Saigon 18th April, Rice.—E. A. T. Co.

Clearances at the Harbour Office.

Vinching for Canton.
Nigretia for Swatow.
Mathilde for Mojito.
Progress for Swatow.
Thule for Swatow.
Shantung for Java.
Kampho for Saigon.
Hanyang for Canton.
Hongkong for West River.
Iha Verde for Macao.
China for Saigon.
San Cheong for Canton.
Alcoa for Manila.
Kwangchow for Canton.
Hoi He for Canton.
Tak Hing for Kungmun.
Wingchai for Macao.

Departures.

April 23.
Bengal for Europe.
Chusan for Shanghai.
Zufra for Manila.
Tuhsan for Hongay.
Nanshan for Amoy.
Taiyuan for Australian Ports.
Claverling for Mojito.
Hongkong for Amoy.
Hugen for Hongkong.
British Trader for Rangoon.
Ichang for Canton.
Oscar II for Kutchinotzu.
Foyle for Mojito.
Devanagere for Bangkok.

Passengers Arrived.

Per *Empire*, from Australian Ports—Mr. and Mrs. J. E. Mesley, Mr. and Mrs. Rushby, Hon. and Mrs. C. L. MacKellar, Miss MacKellar, Messrs. E. and M. MacKellar, F. Richardson, A. McLennan, W. W. Morris, W. F. Stevenson, R. Croll, J. Chapman, Mrs. Fuji, F. Nakazumi, Mr. and Mrs. Cowey, Misses Cowey (3), Mrs. C. Smith, Misses Smith (2), Messrs. R. Falconer, H. G. Nixon, E. B. Blyth, J. Jenkins, Capt. Goncalves, M. R. Morgado, F. A. Melao, Mr. and Mrs. H. Coelho and children, A. P. dos Santos, A. J. Coffey, Mrs. M. E. Dunster, Miss K. Bassett, Capt. W. Johnson, Colonel Head, Mr. and Mrs. Yule and 2 daughters, Mrs. A. Garrett and 2 children, Mrs. and Miss Sutto, 6 Japanese, and 84 Chinese.
 Per *Chusan*, for Hongkong from London—Capt. Greet, R.N., Lieut. R. S. Hewlett and 1. S. Harris, and Lieut. K. E. L. Creight, Surgeon Thomas, Messrs. P. B. Sharp, A. J. Hirst, J. A. Dove, S. B. Steadman, G. F. Malden, A. Course, C. E. Nicholas, A. Clarke, H. Woodward, W. H. D. Welling, T. H. Flaherty, J. A. Millar, J. Riggs, A. Bushfield, A. Mathews and A. G. Prince. From Marseilles—Mrs. Bickersteth, Messrs. S. H. Michael, H. A. Courtney, T. James and A. H. Wilson. From Brindisi—Mrs. Gordon, Miss Flash, and Dr. Anderson. From Aden—Mr. and Mrs. Gray Scott, and Mr. F. Hohnke. From Suez—Mr. and Mrs. Pierce. From Bombay—Capt. S. Hunt. From Colombo—Mrs. Chichester. From Singapore—Mrs. Dunlop, Mrs. Gardiner, Lieut. Moore, Messrs. Cooke, Way, Stewart, Gutierrez and Wallem. For Shanghai from London—Mr. and Mrs. Anton, Mrs. Carson and infant, and Mrs. Barrett. From Marseilles—Mr. and Mrs. Walker and infant, Messrs. J. W. Stevenson, V. H. Royd and Somelkh. From Aden—Mr. and Mrs. Kubale, Mr. and Mrs. Shadgett, Mr. and Mrs. Schmidt, Mrs. Fitchner, son and child, Mrs. Meyer and 2 children, Mr. and Mrs. Stern, Messrs. L. Kiesel, J. Hamminck, Bransch, Brucher, Rosenberger, Stebner, Verne and Lester. For Yokohama from London—Misses McCaul and St. Aubyn. From Marseilles—Mr. W. Hill. From Aden—Mr. and Mrs. Gray Kurias, Messrs. Nutter, Kracke and Sanger.
 Per *Triumph*, from Coast Ports—Mrs. Dullin and 2 children, Mrs. K. Bennett, Miss P. Bennett, Mr. Alcockhausen, and 108 Chinese.

Steamers Expected.

Vessels	From	Agents	Due
Catherine Apr.	Singapore	D. S. & Co.	April 25
Strassburg	Singapore	H. A. L.	April 25
Print Heinrich	Japan	M. & Co.	April 25
Bayern	Singapore	M. & Co.	April 26
Tartar	Japan	C. P. R. Co.	April 28
Tsiliatjap	Macassar	C. J. J. L.	April 28
Oceanic	Singapore	N. Y. K.	April 28
Cipic	Japan	P. M. Co.	May 2
Namsang	Calcutta	M. & Co.	May 4
Emp. of Japan	Vancouver	C. P. R. Co.	May 6
Oldenburg	Aden	M. & Co.	May 10
Indrapura	Portland	P. & A. Co.	May 11
Korea	San Francisco	P. M. Co.	May 13

Vessels in Port.

Steamers.
 Amara, Br. s.s., 1,565, C. J. Matlock, 19th April.—Saigon 15th April, Flour and Cotton Seed.—J. M. & Co.
 Angbin, Ger. s.s., 1,001, F. J. Schaefer, 22nd April.—Bangkok 15th April, Rice.—M. & S.
 Athenian, Br. s.s., 2,440, S. Robinson, 7th April.—Vancouver, B.C. 7th Mar., and Shanghai 4th April, Gen.—C. P. R. Co.
 Baoca, Br. s.s., 3,794, J. B. Ferguson, 22nd April.—Bombay 4th April, and Singapore 16th, Gen.—P. & O. S. N. Co.
 Chenan, Br. s.s., 1,349, F. D. Northcombe, 20th April.—Hollo 17th April, Sugar, Gen.—B. & S.
 Chwenshan, Br. s.s., 1,281, I. D. Jenkins, 12th April.—Saigon 8th April, Gen.—B. & Co.
 Cyrus, Br. s.s., 2,174, F. Simmons, 17th April.—Japan 7th April, Rice.—Samuel & Co.
 Decima, Ger. s.s., 794, P. Christiansen, 22nd April.—Saigon 17th April, Rice and Gen.—S. W. & Co.
 Fernside, Br. s.s., 2,443, R. J. Fisher, 13th April.—Rangoon 30th Mar., Rice.—Order.
 Frithjof, Norw. s.s., 891, Haraldsen, 20th April.—Tamsui 17th April, Gen.—O. S. K.
 Glenshiel, Br. s.s., 2,204, E. Warner, R.N.R., 13th April.—London via Singapore 27th Feb., Gen.—McG. B. & Gow.
 Hanyang, Br. s.s., 1,206, R. D. Caswell, 19th April.—Shanghai 15th April, Gen.—B. & S.
 Heathdene, Br. s.s., 2,740, H. R. Ketley, 12th April.—Mojito 6th April, Coal.—B. & Co.
 Hoilow, Br. s.s., 896, W. Shaw, 20th April.—Swatow 19th April, Gen.—B. & S.
 Isle de Negros, Am. s.s., 200, Larilligen, 7th April.—Manila 3rd April, Ballast.—B. & Co.
 Ismail, Br. s.s., 3,381, A. E. Stebbing, 11th April.—Rangoon via Singapore 29th Mar., Rice.—J. M. & Co.
 Kampt, French s.s., 436, Bavay, 22nd April.—Saigon 19th April, Rice.—Man Fat.
 Kohsichang, Ger. s.s., 1,299, T. Spiesen, 21st April.—Bangkok 13th April, Rice and Wood.—B. & S.
 Laisang, Br. s.s., 2,274, E. J. Tadd, 17th April.—Calcutta 18th April, Penang 7th, and Singapore 11th, Gen.—J. M. & Co.
 Lord Ormonde, Br. s.s., 4,533, James Aiken, 20th April.—Barry Dock 5th Mar., Coal.—A. K. & Co.
 Marie Jensen, Ger. s.s., 2,220, Bendixen, 7th April.—Java Ports 29th Mar., Sugar.—Ting Kee.
 Mathilde, Ger. s.s., 678, Schlaikier, 22nd April.—Swatow 21st April, Gen.—J. & Co.
 Nigretia, Br. s.s., 1,630, S. Harrison, 22nd April.—Mojito 15th April, Coal.—Mr. Jeffries.
 Nithsdale, Br. s.s., 2,234, John Cameron, 10th April.—Muroran (Japan) 9th April, Coal.—D. & Co. Ltd.
 Paklat, Ger. s.s., 1,018, H. Bandelin, 14th April.—Bangkok 7th April, Rice and Teakwood.—B. & S.
 Promethese, Br. s.s., 3,583, G. Moir, 22nd April.—Singapore 17th April, Gen.—B. & S.
 Samsen, Ger. s.s., 998, Fr. Rehwaldt, 10th April.—Kohsichang (Bangkok) 13th April, Rice and Timber.—M. & Co.
 Sandyford, Br. s.s., 2,052, W. Stephens, 18th April.—Kuchinotzu 13th April, Coal.—B. & Co.
 Seward, Am. transport, 1,250, Croskey, 20th April.—Manila 16th April.
 Siberia, Am. s.s., 5,655, J. T. Smith, 20th April.—San Francisco 23rd Mar., and Shanghai 18th April, Mails and Gen.—P. M. S. S. Co.
 Sishan, Br. s.s., 845, A. Jones, 20th April.—Saigon 16th April, Rice and Meal.—B. & Co.
 Standard, Norw. s.s., 908, Hansen, 22nd April.—Cardiff 6th April, Coal.—Order.
 Thales, Br. s.s., 891, Robson, 22nd April.—Taiwanfuo 20th April, and Swatow 21st, Gen.—D. L. & Co.
 Tweeddale, Br. s.s., Milne, 16th April.—Mojito 10th April, Ballast.—G. L. & Co.

Sailing Vessels.

Alcoa Bay, Br. bq., 1,111, Title, 4th Mar.—Hongay 15th Feb., Coal.—B. & S.
 Arrow, Br. 4-masted bq., 2,971, McDonald, 17th Mar.—from New York, Kerosine Oil.—S. O. Co.
 Maria Le, Ital. bq., 1,118, D. Urso, 9th April.—Freemantle 7th Feb., Sandalwood.—Order.

Ships Passed the Canal.

Outward—16th March—*Maria, Kilda*. 18th March—*Voronej Breichuel*. 22nd March—*Hyson, Oldenburg, Dornoch, Thyra, Orange, Nest*. 25th March—*Araragon, Palma, Salvage, Strassburg*. 30th March—*Aragonia, Benmohr, Angus, Simoom*. 6th March—*Bayern, Pera, Deucalion, Ella, Sagami, Theodorville, Gerd*. 9th April—*Ernest Simons, Titania, Gisela, Plantinara, Verona, Ulysses, Segovia, Algonia*. 13th April—*Sanda, Schuyteill*. 16th April—*Calhas, Sydney, Teenkai, Borneo, Courfield, Indramayo, Silverlip*. 20th April—*Vindobona, Elaina, Heimald, Silthonia*.
 Homeward—18th March—*Alesia, Alcinoos*. 30th March—*Macduff*. 9th April—*Roona*. 13th April—*Socotra*.
 Arrivals at Home—16th March—*Ambria, Himera, Prinsesse Marie*. 18th March—*Lowther Castle, Syria, Marie Valerie*. 22nd March—*Yarra, Nestor*. 25th March—*Gera, Nubia*. 30th March—*Glenloch, Wurzburg, Denbighshire*. 6th April—*Toidor, Kintuck, Seydlitz, Hudson*. 9th April—*Palermo, Australian, Palermo*. 13th April—*C. Ferd, Latis, Keemun*. 16th April—*Radnorshire*. 23th April—*Moyune, Oanfa*.

Post Office.

A Mail will close for:—
 Canton—Per *Fatsan*, 24th April, 9 A.M.
 Kongmoon, Kumchuk and Samsui—Per *Tungkong*, 24th April, 9 A.M.
 Namtao—Per *Taichun*, 24th April, 9 A.M.
 Sanbue—Per *Hoi Fu*, 24th April, 9 A.M.
 Macao—Per *Wingchai*, 24th April, 9 A.M.
 Amoy—Per *Giang Bee*, 24th April, 9 A.M.
 Bangkok—Per *Pranta*, 24th April, 9 A.M.
 Hoilow, Singapore and Bangkok—Per *Pul-lai*, 25th April, 9 A.M.
 Macao—Per *Heungshan*, 25th April, 1.15 P.M.
 Shanghai—Per *Chenan*, 25th April, 3 P.M.
 Moji—Per *Koyle*, 25th April, 3 P.M.
 Shanghai—Per *Shanhsing*, 25th April, 3 P.M.
 Namtao—Per *Taichun*, 25th April, 5 P.M.
 Sanbue—Per *Hoi Fu*, 25th April, 5 P.M.
 Macao—Per *Wingchai*, 25th April, 5 P.M.
 Singapore, Penang and Calcutta—Per *Laitang*, 26th April, 2 P.M.
 Manila—Per *Kuansan*, 26th April, 3 P.M.
 Shanghai—Per *Whampoa*, 26th April, 3 P.M.
 Shanghai—Per *Strassburg*, 26th April, 5 P.M.
 Amoy, Straits and Rangoon—Per *Purner*, 27th April, 10 A.M.
 Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenian*, 27th April, 10.45 A.M.
 Europe, India, via *Tuticorin*—Per *Prins Heinrich*, 27th April, 11 A.M.
 Manila—Per *Sungking*, 27th April, 3 P.M.
 Cebu and Hoilow—Per *Wuchang*, 28th April, 3 P.M.
 Manila—Per *Rubi*, 30th April, 9 A.M.
 Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Siberia*, 30th April, 11 A.M.
 Europe, India, via *Tuticorin*—Per *Annan*, 3rd May, 11 A.M.
 Manila—Per *Zafra*, 7th May, 9 A.M.
 Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Tinan*, 9th May, 3 P.M.
 Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of Japan*, 11th May, 11 A.M.

TO-MORROW.

St. John's Cathedral, Hongkong.
 The following will be the order of service to-morrow:—
 Holy Communion 7.30 a.m., Matins 11 a.m., Responses: Tallis, Venite: Novello, Psalms: Camidge, Kinkes and Travers, Te Deum: Stegall in A, Benedictus: Troutbeck in G, Anthem: "O how amiable are Thy dwellings"—Barney, Hymn: 232 and 301.
 Evensong 5.45 p.m., Responses: Tallis, Psalms: Fitzherbert, Nares, Rimbault and Hindle, Magnificat: Smart in A, Nunc Dimittis: Medley in G, Hymns: 410, 176 and 430, Vesper Hymn—Ward No. 2, Voluntaries: Office to—Barnett, "Chanson Trisie"—Tschalkowsky.

St. Peter's Seamen's Church.

Queen's Road West.
 Holy Communion 7.45 p.m.
 Matins 11 a.m., Venite, Smart; Te Deum, Gregory; Benedictus, Smart; Hymns, 91, 485, 593 and 294.
 Evensong 6.30 p.m., Magnificat, Turle; Nunc, Jones; Hymns, 105, 491, 254 and 592.
 The Church launch day will call on ships carrying white crews to bring friends ashore to the services between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m., (Kowloon Police Pier, 10.30 and 6 p.m.): returning afterwards. The Answering Pennant is the Call flag. All the sittings are free and unappropriated. Visitors welcome. Books, &c. provided. Sunday school 10 to 10.45 a.m.

	April 22 at 10 a.m.	April 22 at 4 p.m.
Barometer	30.02	29.91
Temperature	70	71
Humidity	87	83
Rainfall	—	—

CHINA COAST METEOROLOGICAL REGISTER.

	Bar.	Th.	Hu.	Wind	Wr.
Vladivostok 7 a.m.	—	—	—	—	—
Vemuro 6 a.m.	30.12	—	—	—	—
Hakodate 30.17	—	—	—	—	—
Tokio 30.14	—	NW	4	—	—
Kochi 30.23	—	E	2	—	—
Nagasaki 30.13	—	NE	4	—	—
Kagoshima 30.15	—	—	—	—	—
Oshima 30.12	—	S	2	—	—
Naha 30.09	—	—	—	—	—
Ishigakijima 3.01	—	SE	6	—	—
Taichu 29.96	—	E	6	—	—
Tainan 29.96	—	—	—	—	—
Koshun 29.96	—	—	—	—	—
Pescadore 29.96	—	—	—	—	—
Weihaiwei 30.00	55	SE	5	—	—
Gutslaff 30.04	59	SSW	5	—	—
Sharp Peak 30.05	63	75	—	—	—
Amoy 30.08	66	84	NNE	1	—
Swatow 30.08	—	—	—	—	—
Canton 30.08	—	—	—	—	—
Hongkong 30.02	70	87	ENE	2	—
Victoria Peak 30.02	—	—	E	5	—
Cap Rock 30.99	—	—	ENE	4	—
Macao 30.99	72	—	E	4	—
Haiphong 30.99	—	—	—	—	—
Manila 30.99	—	—	—	—	—
Bacolod 30.99	—	—	—	—	—
Hoilo 29.89	84	—	ENE	4	—
Cebu 29.89	84	—	—	—	—
C. St. James 30.00	—	—	—	—	—

Hongkong & Whampoa Dock Returns.

H.I.G.M.S. Moewe...
 Vasco de Gama...
 Apenrade...
 Adamastor...
 Tweeddale...
 Kinhan...
 Hailan...
 Seward...

VISITORS AT THE HOTELS.

HONGKONG.
 Akuzawa, N.
 Allen, Gen. H. S.
 Anderson, Mr.
 Black, Mr. and Mrs.
 Boggan, Mr. and Mrs.
 Bonner, E. A.
 Bothwell, Mrs. R. W.
 Brown, W. S.
 Clark, Geo. J.
 Clerk, W. G.
 Clem, Col. and Mrs. J. L.
 Colson, F. T.
 Davies, Mr. J. T.
 Deacon, F. B.
 Dean, G.
 Derbyshire, J. H.
 Douglas, Capt. & Mrs. J. C.
 Downing, J. C.
 Ehrlich, A.
 Ellis, Mr. and Mrs. A.
 Fisher, H. G.
 Glover, C.
 Grant, A. W.
 Grant, L. C.
 Gras, Mr.
 Hall, Capt. T.
 Hamblin, J. H.
 Hamersley, B. F.
 Hanford, H. B.
 Hart, R. G.
 Haughton, W. B.
 Hayton, J. T.
 Hooper, Mr. and Mrs. J. C.
 Joseph, Mr. and Mrs. E. S.
 Johansen, E.
 Katsch, E. A.
 Kerr, Mr. and Mrs. J. C. G.

CONNAUGHT.
 McKilligins, H. G.
 Menashih, R.
 Moir, Geo. A.
 Moss, Thos.
 Newborn, R. H.
 Olegario, G.
 Pilavie, Mr.
 Rees, L. C.
 Rheingold, F.
 Roberts, A. G.
 Roberts, Miss
 Robertson, W. R.
 Rutherford, N. H.
 Swaby, Thomas C.
 Tringham, N. S. P.
 Williams, W. H.

KING EDWARD.
 Ough, A. H.
 Palmer, Thos.
 Palmer, Mrs.
 Raiton, W. A.
 Rose, Mr. and Mrs. T. J.
 Shepherd, Bruce
 Stephens, Mr. and Mrs. M. J. D.
 Talati, Mr. and Mrs. M. P.
 Walker, A. T.
 Vaughan, H. S.

PEAK.
 Beattie, J. M.
 Beattie, M. P.
 Benson, Mr. and Mrs.
 Bunny, Lieut. Col. F. W.
 Bunny, Major and Mrs.
 Bunny, Miss
 Brown, Col. L. F.
 Conrad, Mr. and Mrs.
 Dymock, R. A. A.
 Ehlerke, Capt.
 Foote, R.N., Capt. and Mrs.
 Frege, Mr. and Mrs.
 French, Major G. A.
 Grant, R.N., Eng. Lieut. A. R.
 Hudig, D.
 Hamilton, Major
 Hamilton, J. E.
 Hardy, R.N., Comman-der and Mrs.
 Hays, I.
 Hewitt, F. T. B.
 Holborow, Mr.
 Jeffery, Mrs.
 Jeffries, H. W.
 King, Mr.
 Longstaff, G. B.
 Longstaff, Miss

THOMAS.
 Adanis, F. R.
 Bakken, J. O.
 Berran, C. F.
 Bish, Wm. N.
 Canecan, N. W.
 Coyle, J.
 Crego, Mr.
 Dunlat, A. E.
 Eastman, M. G.
 Eskine, E. P.
 Forman, J. G.
 Hough, Dr.
 Jensen, Mr.
 Kernan, L. E.
 Key, G. W.
 Lehman, E.

CRAIGIRBURN.

Cowden, Mrs. & Miss Smith, Mr. and Mrs. Grant
 Crofton, R. H.
 Craig, W. E.
 Dand, G. H.
 Gaskell, Mr. and Mrs. and child
 Lauder, P.
 Menocal, D. A.
 Ross, W. W.

KOWLOON.
 Baker, Col.
 Daniel, W.
 Dye, H. S.
 Gomes, Mr. and Mrs. J. B.
 Iremonger, Lieut.-Col. Yokuu, K. and Mrs.
 Jewell, F. F.
 Lorry, Dr. and Mrs. and children
 Mitchell, Mr.
 Murchie, Mr.
 Yokuu, K.

ACCIDENT IN AN ENGLISH COAL PIT.

While working in a Hanley coal pit some years ago John Henshall lost an eye from a spark at the pick-end. The injury set up inflammation, which compelled the doctors to remove the eye. Finding his occupation as a miner gone, he has since worked as a gardener and at odd work. He is a most respectable and intelligent man, the victim of repeated misfortunes.



Mr. John Henshall.
 Victim of an accident at Hanley.

"I am getting on in years," he said—"nearly sixty-eight—and since I lost my eye I have done no work in the pits. That is, however, not the only trouble I have had. For two years I was laid up with an attack of liver complaint, which caused acute indigestion. I also suffered from nervous debility. I had agonising pains in the head, and was subject to feelings of giddiness. I was hardly able to eat, and got into a very weak, low, and depressed state of health. Indeed, I used to feel at times like a man out of his mind, and but for Dr. Williams' pink pills I don't know what would have become of me.

"To see if I could get any benefit," said Mr. Henshall, continuing his story, "I went to Rhyl, and spent three weeks at one of the convalescent homes there. But I got no better; in fact, while I was at Rhyl I thought my end was approaching, and feeling that I should rather die at home, I came back to Staffordshire. I still suffered on my return, and for a time I became an out-patient at the North Staffordshire Infirmary. It was Dr. Williams' pink pills for pale people that eventually cured me.

"How came you to take them?"
 "Why, my son came from the North of England to visit me, and to see if the change would do me any good I went back with him to his home. My son was at that time taking Dr. Williams' pink pills for pale people, and he gave me some to try. I took the greater part of a bottle and in a fortnight they made a new man of me. I was able to go to work.

"And how is your health to-day?" was the next question.
 "Oh, I am much better," replied Mr. Henshall, "I have a better appetite, my nerves are stronger, and I seem to have more vigour in me. Considering my age, I am feeling very fit indeed."

Mr. Henshall, asked if he had any objection to his story being published, said: "I have only told you what is true, and there can be no objection to that being published."

The experience of Mr. Henshall is that of many who have suffered from diseases arising from poor blood and shattered nerves—anaemia, bile, consumption, eczema, headache, indigestion, kidney diseases, rheumatism, scrofula. Dr. Williams' pink pills have cured these and other diseases in countless cases. Women especially help in those characteristic troubles which they do not talk about. The pills are not a cure-all. They cure by action on the blood and on the nerves, curing fits, paralysis, locomotor ataxy, St. Vitus' dance, neuralgia. Only the genuine pills, bearing Dr. Williams' name, cure. Substitutes never cure. Genuine pills post free from Williams' Medicine Company, Holborn-viaduct, London, for two shillings and ninepence; but can be had at all medicine shops if you take care to get the right ones, which did so much good to this victim of Accident and Misfortune.

Intimation.

THE HONGKONG TELEGRAPH.
 1, ICE HOUSE ROAD,
 HONGKONG.

CABLE ADDRESS—*Telegraph*, Hongkong

THE leading English Newspaper in China
 Also widely circulated in Japan, Cochinchina, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 3rd May, 1904, at 1 P.M., the Company's Steamship "ANNAM," Captain R. Girard, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australian Line S.S. *Nera* bound for MARSEILLES and BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 2nd May, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 20th April, 1904. [5]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CHUSAN"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Marmora*.From Australia, &c., ex S.S. *Oceania*.From Calcutta, ex S.S. *Nubia*.

From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M., TO-DAY.

Goods not cleared by the 28th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 22nd April, 1904. [4]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BANCA"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From Persian Gulf, &c., ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 28th instant at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 22nd April, 1904. [4]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"LAISANG"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From Persian Gulf, &c., ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 28th instant at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 22nd April, 1904. [4]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"ARABIA"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From Persian Gulf, &c., ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 28th instant at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 22nd April, 1904. [4]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SIBERIA"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From Persian Gulf, &c., ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Consignees.

S.S. "POLYNESIAN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex S.S. *Douro* and *Sidon*, from Havre, ex S.S. *Sidon*, from Bordeaux, ex S.S. *Ville de Constantine* and *Ville de Rochefort*, in connection with above steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 18th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 25th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before MONDAY, the 25th instant, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 25th instant, at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 18th April, 1904. [9]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MANILA"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 24th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 18th April, 1904. [14]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"ARMENIA"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 3 P.M. No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 18th April, 1904. [520]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"LAISANG"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 3 P.M. No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 18th April, 1904. [521]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"ARABIA"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 3 P.M. No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 18th April, 1904. [522]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon, later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000 \$6,500,000 \$250,000 \$175,533 \$191,973	\$1,417,366 \$21,668	Div. of £110/- and bonus of 10/- @ exchange 1/8 = \$22,994 for half-year ending 31.12.1903 \$2 (London 3/6) for 1903 None	6 1/2 % 5 1/2 % ...	\$67 1/2 sales London 2/64 \$36 buyers \$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$169,143 \$784,415 \$906,872 \$900,000 \$151,932 \$331,342 \$322,138	\$1,959,926	\$32 for 1902	6 1/2 %	\$520 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	Tls. 500,000 Tls. 31,850 \$700,000 \$37,794 \$1,300,000 50,000	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$59 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 Tls. 31,850 \$700,000 \$37,794 \$1,300,000 50,000	Tls. 271,589	Final of £1 making £2 for 1902	...	Tls. 67 1/2 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,300,000 50,000	\$186,284	\$12 for 1902	10 %	123 ex div.
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,308,856 \$1,000,000 \$125,675 \$24,561	\$110,551	\$15 for 1902	8 %	\$185 buyers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,308,856 \$1,000,000 \$125,675 \$24,561	\$371,110	\$22 1/2 for 1902	7 1/2 %	\$290 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$50	\$1,308,856 \$1,000,000 \$125,675 \$24,561	\$349,047	\$6 dividend & \$1 bonus for 1902	8 1/2 %	\$83 1/2
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$533,000 \$149,409 \$149,000 £8.10 £100,000	\$41,538	\$1 1/2 for second half-year 1903	10 1/2 %	29 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£8.10 £100,000	£5,380	10/- for 1902	6 %	\$96 sellers
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900	...	\$21 1/2 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$71,815	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$35 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$35,000 \$7,710	\$337	\$1.20 for year ending 30.4.03	3 1/2 %	\$32 buyers
Straits Steamship Company, Limited	10,000	\$10	\$5	\$35,000 \$7,710	...	\$8 for second half year 1902	11 %	\$445
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$4,000 Tls. 98,000 Tls. 201,614	£19,555	Interim of 1/- (Coupon No. 4) for 1903	5 %	22 1/2 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Final of Tls. 1 making Tls. 2 for 1903	5 1/2 %	Tls. 35
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of Tls. 2 1/2 making Tls. 3 1/2	9 1/2 %	Tls. 47 buyers
Do.	100,000	Preference					7 1/2 %	Tls. 40 1/2 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901	...	\$128 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897	...	\$10 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,436	Tls. 2 1/2 for year ending 30.9.03	5 %	Tls. 50 sales
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,612	Fcs. 85,706	Interim of Fcs. 30 for 1903	...	\$500
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£18,100 £4,873	Dr. £7,236	No. 12 of 1/-	...	\$6 sellers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-	...	Tls. 5 1/2 buyers
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$8,750	\$425,340	\$6 dividend and \$1 bonus for second half year 1903	6 1/2 %	\$208 buyers
S. C. Farrham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	Int. of Tls. 5 for half year ending 31.10.03	7 1/2 %	Tls. 145 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,850,000	...	\$6 for first half year 1903	4 1/2 %	\$50 buyers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	...	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$124 buyers
Do. Preference	2,750	\$100	\$100	\$10,000	...	\$7 dividend	...	\$110
Howarth Erskine, Limited	12,000	\$100	\$100	\$10,000	...	\$10 for first half year 1902	...	\$205 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$20,000 Tls. 48,210 Tls. 50,013	\$28,015	Final of \$2 1/2 making \$5 for 1903	5 %	\$100 buyers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 50,013	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 154 1/2 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,750	Tls. 18 for 1903	10 %	Tls. 185
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$55,500	\$4,548	\$2 1/2 for 1902	6 1/2 %	\$37 1/2 sellers
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000 Tls. 800,000 Tls. 150,000	\$51,966 Tls. 37,634	Final of \$6 making \$12 for 1903 (Final of Tls. 3 & bonus of Tls. 2 making in all Tls. 8 for 1903)	8 % 7 1/2 %	\$148 buyers Tls. 108 sales
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 37,634	Final of Tls. 5 making in all Tls. 9 for 1903	7 %	Tls. 130 sales Tls. 70 buyers
Tientsin Land Investment Company, Limited	5,250	Tls. 100	Tls. 50	Tls. 54,626	Tls. 325	Interim of Tls. 2	7 1/2 %	Tls. 55
China Land and Finance Company, Limited	2,476	Tls. 50	Tls. 50	none	\$636	\$2.50 for 1903	7 1/2 %	\$35
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	Tls. 5,150	None	...	Tls. 10
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	\$1,362	Final of 1.70 making \$3.20 for 1903	6 1/2 %	\$52 buyers
West Point Building Company, Limited	12,500	\$50	\$50	\$100,000 \$10,771 \$20,000	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$132
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,771 \$20,000	\$3,161	Interim of Tls. 5	6 1/2 %	Tls. 130 buyers
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 33,000	Tls. 1,837	\$2 1/2 for year ended 30.6.30	7 1/2 %	\$35 sales
Astor House Hotel Company, Limited (Shanghai)	30,000	Tls. 25	Tls. 25	Tls. 6,804	Tls. 1,496	Tls. 14 for the year ending 31.3.1903	10 %	Tls. 15 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	...	...	First year	...	Tls. 25
Queen's Hotel (Wei-hai-wei)	9,000	\$20	\$20	none	\$4,989	\$5 for the year ending 28.2.1903	17 1/2 %	\$40
Tientsin Hotel, Limited	1,500	Tls. 50	Tls. 50	none	Tls. 3,530	Interim of Tls. 3 1/2	7 1/2 %	Tls. 48 sales
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	...	90 cents for 1903	8 1/2 %	\$102 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,607 \$50,000	\$99,177	...	...	...
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.0.1903	12 1/2 %	Tls. 31 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	H. Tls. 30,098	Tls. 88,034	Interim of 3 1/2 a/c 1898	...	Tls. 25 sales
Lou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Nil.	Interim of 4 a/c 1898 on 6,000 shares	...	Tls. 3 1/2 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	none	Dr. Tls. 4,965	4 1/2 for 1897	...	Tls. 170
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$0	\$10	none	\$11,121	Final of 60 cents making \$1 for the year ending 31.7.03	4 1/2 %	\$148 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 3 making Tls. 6	10 1/2 %	Tls. 57 1/2 buyers
Alhambra, Limited	300	\$200	\$200	\$43,003	\$57	\$125 for year ending 30.6.1900	...	\$200
Philippine Comp ny, Limited	27,500	\$10	\$10	...	...	First year	...	\$10 buyers
MISCELLANEOUS.								
Green Island Cement Company, Limited	102,000	\$10	\$10	\$350,000	\$34,115	\$1.50 for 1903	6 1/2 %	\$221 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	7 1/2 %	\$84 buyers
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$250,000 \$25,000	\$3,077	Interim of 50 cents for 1903	7 %	\$142 buyers
Watkins, Limited	10,000	\$10	\$10	\$1,802	\$1,042	\$1 for 1903	14 1/2 %	\$7 buyers
Singapore Dispensary, Limited	1,600	\$50	\$50	\$6,000	...	\$3 for year ended 31.7.1902	...	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	9 %	\$13 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$5	none	\$3,453	90 cents for year ending 30.4.1903	6 1/2 %	\$7 sales
Hongkong & China Gas Company, Limited	7,000	£10	£10	£21.85	£7,387	45 cents & 2/- bonus for 1902	...	\$140 buyers
Shanghai Gas Company, Limited	10,666	Tls. 50	Tls. 50	Tls. 46,000	Tls. 7,348	Final of Tls. 3 1/2 & bonus of Tls. 1 1/2 making Tls. 5 for 1903	7 1/2 %	Tls. 115 sales
Shanghai Waterworks Company, Limited	7,200	Tls. 20	Tls. 20	Tls. 140,000	Tls. 7,369	Final of 37/6 making 53/6 for 1903	7 %	Tls. 100 sales
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,250	Tls. 667	Final of Tls. 4 making Tls. 16 for 1903	12 1/2 %	Tls. 140 sales
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year	...	Tls. 130 sellers
Hall & Holz, Limited	21,000	\$20	\$20	\$188,000	\$12,825	Interim of \$2 for 1903	13 1/2 %	\$30 sales
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$15 for 1903	7 1/2 %	\$140
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$2 1/2 for year ending 30.11.1903	7 1/2 %	\$47 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,844	Final of \$12 making \$16 for 1903	7 1/2 %	\$25 sales
Straits Ice Company, Limited	2,000	\$100	\$100	\$44,000	...	\$7 1/2 for second half year 1903	9 1/2 %	\$160 sales
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$30,000	\$1,029	\$20 for year ending 30.11.1903	6 1/2 %	\$200
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$27,000	\$596	\$1 for year ending 31.7.1903	9 1/2 %	\$15 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$55,000	...	\$1 for 1902	8 %	\$37
Bell's Asbestos East-ri Agency, Limited	8,064	12 1/2	12 1/2	none	£100	None	...	\$5 sellers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$4	none	\$119	90 cents for year ended 31.5.1903	10 %	\$24 buyers
Do. Founders	100	\$10	\$10	none	\$1,548	\$10.70 for year ended 31.5.1903	14 1/2 %	\$20 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	Dr. \$7,053	Final of 60 cents making \$1.20 for the year	8 %	\$7 1/2
China Light and Power Company, Limited	15,000	\$10	\$10	none	...	None	...	\$5 buyers
William Powell, Limited	12,000	\$10	\$10	none	\$4,757	Interim of 50 cents for 1903/4	10 1/2 %	\$24 buyers
Maatschappij tot Mijn- Bosch- en Landbouw- exploitatie in Langkat	25,000	Gs. 100	Gs. 100	Tls. 334,669	Tls. 27,187	First quarterly dividend of Tls. 10	14 %	Tls. 387 1/2 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,227	Tls. 5 for 1903	7 1/2 %	Tls. 65 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	none	Tls. 3,288	Final of Tls. 5 making Tls. 10 for 1903	10 1/2 %	Tls. 105 buyers
Central Stores, Limited, Ordinary	6,000	\$15	\$12	\$27,000	\$1,253	Final of \$1.20 making \$2.70 for 1903	13 1/2 %	\$22 sales
Do. Founders	123	Tls. 50	Tls. 50	none	Tls. 3,565	Tls. 5 for 1903	12 1/2 %	Tls. 40 sellers
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	10 %	Tls. 60 sales
China Flour Mill Co., Limited	4,000	\$100	\$100	\$6,000	...	\$10 for 1902	7 1/2 %	\$35 buyers
Katz Brothers, Limited	10,000	\$100	\$100	...	...	\$1 div. and 25 cents bonus for half year ended 30.9.03	8 %	\$3 1/2 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	...	...	...	...
Fraser and Neave, Limited	4,500	\$10	\$10	none	\$169,116	\$5 div. and \$2 1/2 bonus for 1903	8 %	\$ 2 1/2 buyers
Maynard and Company, Limited	3,400	\$10	\$10	none	...	\$2 for year ended 31.10.1903	8 %	\$ 27
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	...	...	First year	...	\$ 50
South China Morning Post, Limited	6,000	\$25	\$25	...	...	First year	...	\$ 25